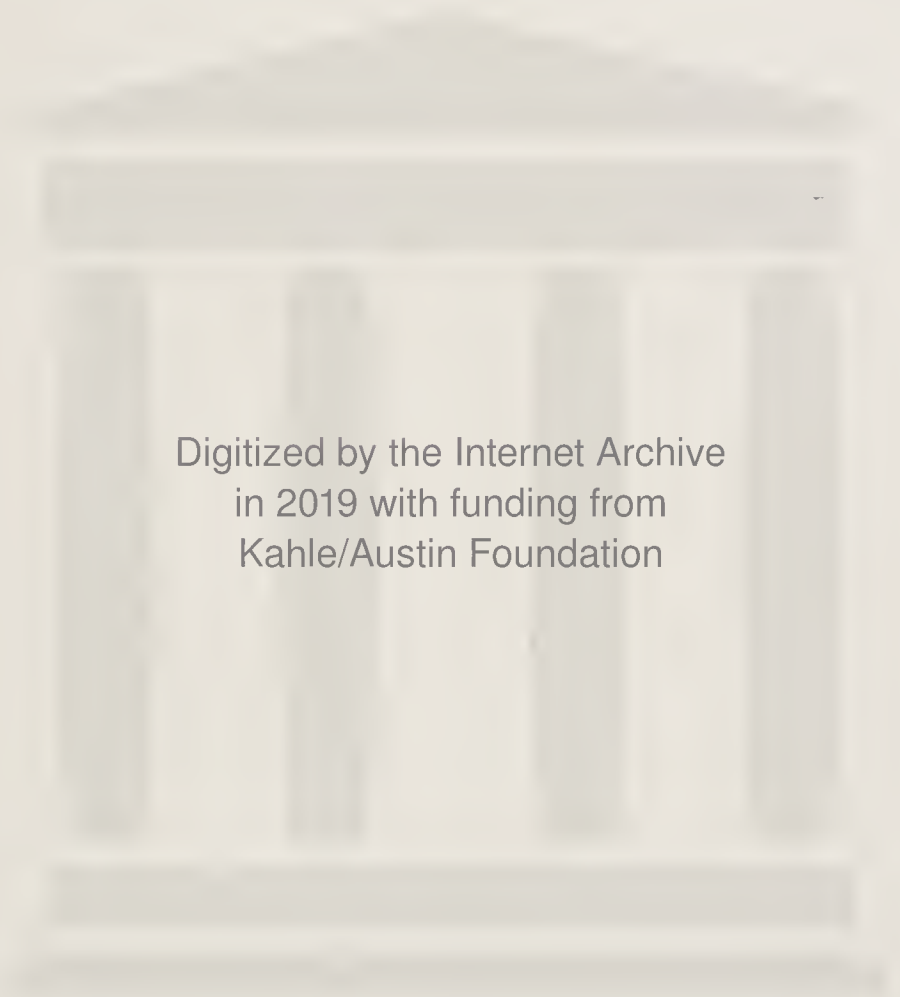
THE

CANADIAN ANNUAL REVIEW

OF PUBLIC AFFAIRS



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THE CANADIAN ANNUAL REVIEW OF PUBLIC AFFAIRS 1908

BY

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Editor of "Canada: An Encyclopaedia of the Country," in Six Volumes; Author of "the Story of the Dominion"; "Queen Victoria: Her Life and Reign"; "The Progress of Canada," Etc., Etc.

EIGHTH YEAR OF ISSUE

ILLUSTRATED

TORONTO
THE ANNUAL REVIEW PUBLISHING COMPANY
LIMITED

F 5003. C 35 1908

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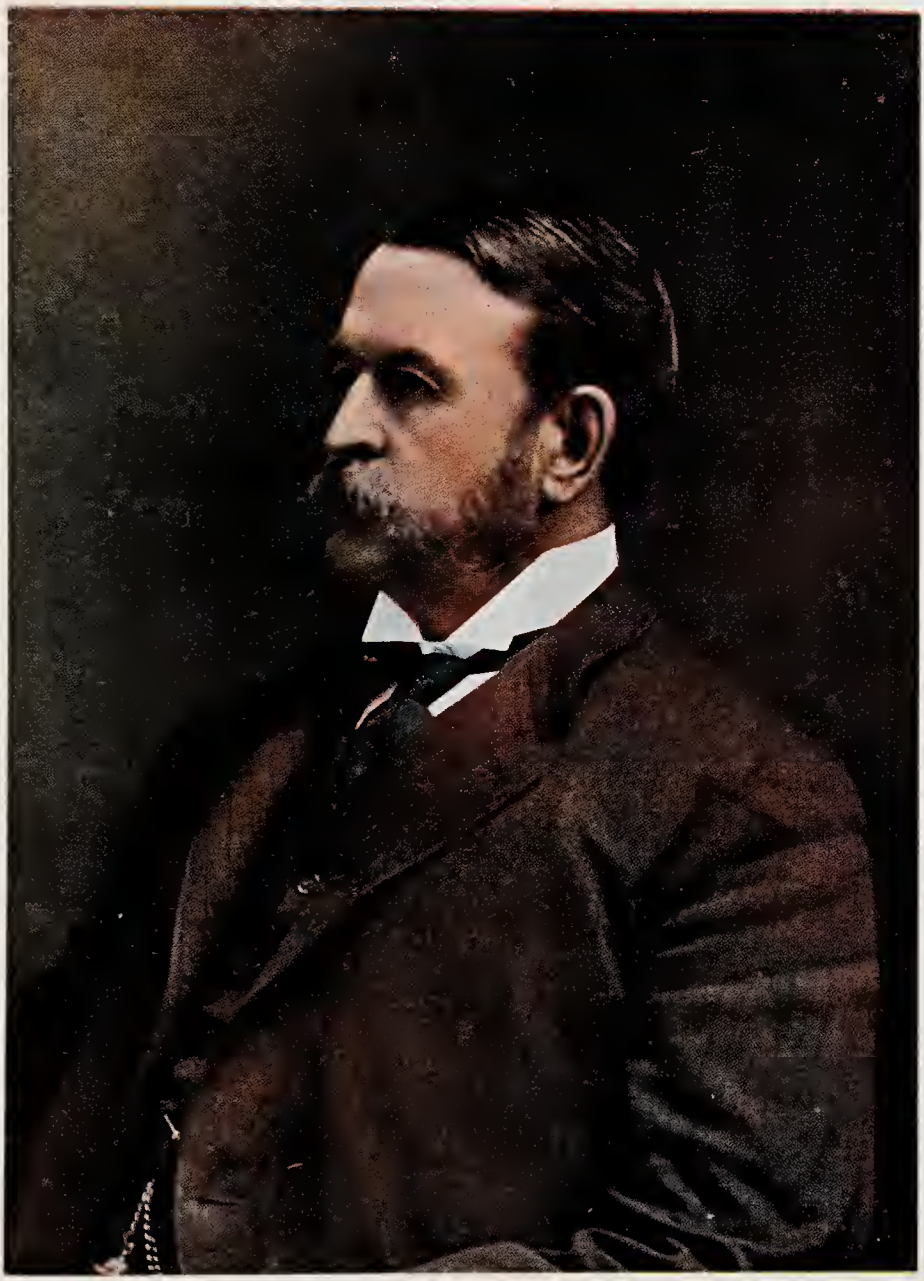

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CANADA IN STATISTICS, 1908

Area in Square Miles	3,745,574
Estimated Population	6,940,594
Banks—Capital Paid up	$ 96,049,538
Banks—Note Circulation	68,153,994
Banks—Deposits	560,503,775
Banks—Discounts	584,732,914
Deposits in Savings Banks	89,622,457
Failures to December 31st—	
Assets	9,443,327
Liabilities	13,221,259
Total Dominion Revenue	96,055,417
Expenditure on Consolidated Fund	76,641,451
Total Net Debt	277,960,860
Fire Insurance with Canadian Companies	433,878,730
Fire Insurance with British Companies	976,873,400
Fire Insurance with American Companies	289,931,375
Fire Insurance; Total Premiums	17,037,329
Fire Insurance; Total Losses	10,278,321
Life Insurance with Canadian Companies	480,266,931
Life Insurance with British Companies	46,159,856
Life Insurance with American Companies	193,087,126
Life Insurance; Total Premiums	29,964,192
Life Insurance; Paid to Policy-holders	16,118,417
P.O. Money Orders, Issued in Canada	49,974,007
P.O. Money Orders, Payable in Canada	31,836,629
Letters sent	396,011,000
Post Cards sent	40,664,000
Railway Earnings—Gross	$146,918,314
Railway Earnings—Net	39,614,171
Total Vessels (inward and outward) in Canadian Trade (tons)	90,104,886
Imports—Dutiable	$230,917,914
Imports—Free	133,319,950
Imports—Coin and bullion	6,548,661
Exports—Home	246,960,968
Exports—Foreign	16,407,984
Duty on Imports	58,331,075
Exports—The Mine	39,177,133
Exports—The Fisheries	13,867,368
Exports—The Forest	44,170,470
Exports—Animal Produce	55,101,260
Exports—Agricultural	66,069,939
Exports—Manufactures	28,507,124
Imports from Great Britain	94,959,471
Imports from United States	210,652,825
Exports to Great Britain	134,484,156
Exports to United States	113,520,500
Immigration (Mch. 31)	262,469
Total Immigration since 1897	1,219,742
Immigration from Great Britain	487,720
Immigration from United States	365,580
Fisheries Product (1907)	$ 25,499,349
Grain Production (Bushels)	474,575,855
Wheat Production (Bushels)	126,795,137
Wheat Export to Great Britain (Bushels)	43,002,541
Value of Grain Crop	$432,534,000
Value of Western Wheat Crop	143,122,500
Total Appropriations to aid Agriculture	2,690,297
Mineral Production	87,323,849

CANADIAN BOOKS OF THE YEAR

HISTORY, POLITICS AND BIOGRAPHY

Book.	Author.
Sixty Years in Upper Canada	Lieut.-Col. Charles Clarke.
The Cradle of New France	Dr. A. G. Doughty, C.M.G.
The Canadian Manor and its Seigneurs	Prof. G. M. Wrong.
The Search of the Western Sea	Lawrence J. Burpee.
Through the Mackenzie Basin	Charles Mair.
The Conquest of the Great North-West	Agnes C. Laut.
The Story of Isaac Brock	Walter R. Nursey.
Sir John A. Macdonald	Dr. George R. Parkin.
Sir James Douglas	R. H. Coats; R. E. Gosnell.
Lord Sydenham	Prof. Adam Shortt.
History of the Canadian Press (Edited)	A. H. U. Colquhoun.
Dictionnaire Historique des Canadiens et des Metis Francais de l'Ouest	Rev. A. G. Morice.
Lescarbot's History of New France	W. L. Grant (Translated).
History of the First Century of Methodism in Canada	Rev. J. E. Sanderson.
The Kingdom of Canada and Other Essays	J. S. Ewart, K.C.
In Old Quebec and Other Sketches	Byron E. Nicholson.
Western Canada	Rev. Dr. L. N. Tucker.
Canadian Types of the Old Regime	Prof. C. W. Colby.
William Lyon Mackenzie	G. G. S. Lindsey, K.C.
The Story of Old Kingston	Agnes Maule Machar.
An Apostle of the North	Rev. Dr. H. A. Cody.
Old Quebec: The City of Champlain	Emily P. Weaver.
Les Batailles des Plaines d'Abraham et de Haute Forge	P. B. Casgrain.
The Quebec Tercentenary Commemoration History	Frank Carrel (Edited).
The Birth of Canadian Liberty	Professor Stephen Leacock.
Earl Grey's Speeches in Canada	Dr. S. E. Dawson (Edited).
Life of James Robertson	Rev. C. W. Gordon.
Empire Club Speeches	J. Castell Hopkins (Edited).
Lord Milner's Speeches in Canada.	
Transactions of the Canadian Military Institute.	
Officers of the British Forces in Canada, 1812-13	L. Homfray-Irving.
Dury's Description of Natural History of the Coasts of North America	W. F. Ganong (Edited).
Early Agriculture in the Maritime Provinces	Howard Trueman.
Sketches and Traditions of the Northwest Arm, Halifax	J. W. Regan.
Fêtes du Troisième Centenaire de la Fondation de Quebec	H. J. J. B. Chouinard.
Le Venerable Francois de Montmorency Laval	Laval Monument Committee.
Documents relating to the Seigneurial Tenure in Canada	Prof. W. B. Munro.
Histoire de l'Acadie	l'Abbe S. A. Moreau.
Transactions of the Royal Society of Canada.	
Documentary History of Education in Upper Canada, Volumes 19-26	Dr. J. George Hodgins.
Historical Souvenir and Book of the Pageants, Quebec, 1908	Tercentenary Committee.

NOVELS AND ROMANCES

Book.	Author.
Cousin Cinderella	Mrs. Everard Cotes.
The Measure of the Rule	Robert Barr.
The Young Lord Stranleigh	Robert Barr.
Captain Love	Theodore Roberts.
The Under Groove	Arthur J. Stringer.
Weiga of Temagami	Cy. Warman.
Paths of the Righteous	L. Dougall.
Gabrielle Amethyst	F. W. Musgrave.
The Web of Time	R. E. Knowles.
My Lady of the Snows	Miss M. A. Brown.
The Harvest of Moloch	Mrs. J. K. Lawson.
Anne of Green Gables	L. M. Montgomery.
Treasure Valley	Marian Keith.
The Master of Life	W. D. Lighthall, K.C.
Nancy McVeigh of the Monk Road	R. H. Mainer.
The Old Loyalist	A. R. Davis.
Sowing Seeds in Danny	Mrs. R. W. McClung.
The Home in the Water	C. G. D. Roberts.
Marjorie's Canadian Winter	Agnes M. Machar.

POETRY

Book.	Author.
The Wing of the Wild Bird	Dr. A. D. Watson.
Miriam and Other Poems	J. Hunt Stopford.
Bird of the Bush	George Summers.
A Garden in Autumn	Eva S. Molesworth.
Poems of Memory	Charles Sparrow.
Croynan Hall	R. P. Baker.
Sour Sonnets of a Sorehead	James P. Haverson.
The Great Fight	W. H. Drummond.
Empire Builders and Other Poems	R. J. C. Stead.
Canada, My Land	W. M. Mackeracher.
Uncle Jim's Canadian Nursery Rhymes	Illustrated by C. W. Jeffreys.
Collected Dramas	Wilfred Campbell.
Acadian Lays	W. Inglis Morse.
Selected Poems	William Wye Smith.
Little Sam in Vollendam	Estelle Kerr.
Champlain: A Drama	J. M. Harper.

REFERENCE

Book.	Author.
Review of Historical Publications relating to Canada	Prof. G. M. Wrong, H. H. Langton, M.A.
The Canadian Annual Review for 1907	J. Castell Hopkins.
The Annual Financial Review	W. R. Houston (Edited).
The Year Book of Canada	Archibald Blue (Edited).
Commercial Hand-Book of Canada	Ernest Heaton (Edited).
The Canadian Almanac	Arnold W. Thomas (Edited).
Canadian Parliamentary Companion, 1908.	E. J. Chambers (Edited).

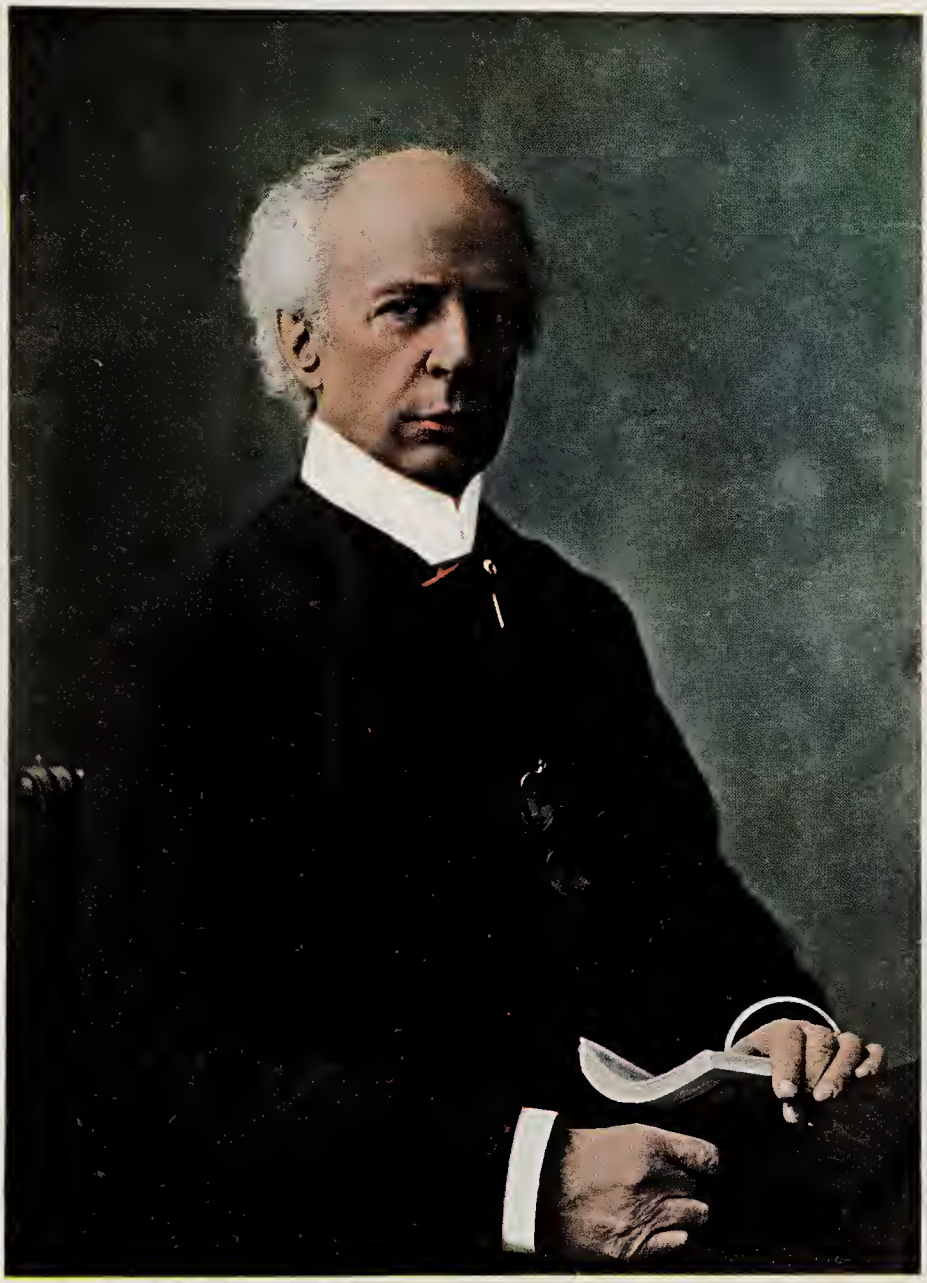
MONOGRAPHS ND PAMPHLETS

Book.	Author.
Historical Significance of the Plains of Abraham	Hon. G. W. Ross.
The Making of the Canadian Constitution	Hon. G. W. Ross.
The Industrial Future of Canada	Byron E. Walker.
A Plea for Literature	Dr. S. E. Dawson.
Municipal Government	S. Morley Wickett.

Book.	Author.
The Education of a People	Prof. G. H. Locke.
The Key of Life	Rev. F. G. Scott
The Toiler	Dr. W. G. Fischer.
Abnormal Features of American Banking	Byron E. Walker.
Early History of the C. P. R.	Walter Moberly.
Shall Canada be always a Dependency?	Hon. G. W. Ross.
Ten Years of the Colony of Niagara, 1780-90	Lieut.-Col. E. Cruikshank.
Early Navigators of the Pacific	F. C. Wade, K.C.
Continental Influences in Canadian Development	J. Castell Hopkins.
Historical Sketch of the Canadian Club Movement	J. Castell Hopkins.

MISCELLANEOUS

Book.	Author.
An Alabama Student and Other Essays	Dr. William Osler.
A Woman's Way through Unknown Labrador	Mrs. Leonidas Hubbard.
Trails and Tales of Cobalt	W. H. P. Jarvis.
A Study of Nature and a Vision of God	Prof. J. G. Blewett.
The Genius of Shakespeare	Prof. W. F. Osborne.
Successful Farming	William Rennie, Sr.
The Facts of Conversion	Rev. George Jackson.
Concerning the Christ	Rev. J. D. Freeman.
The Coign of Vantage	Rev. Dr. W. T. Herridge.
The Tragedy of Quebec	Robert Sellar.
Ontario Archæological Report	David Boyle.
Letters from India	Alfred D. Stratton.
Martin's Mining and Water Cases in British Columbia	Hon. Archer Martin.
The Early Traditions of Genesis	Prof. A. R. Gordon.
The Making of a Personality	Bliss Carman.
Collections of the United States Historical Society.	
The Angel and the Star	Rev. Dr. C. W. Gordon.
Christ's Teaching concerning the Last Things	Rev. Dr. William Caven.
The Railway Law of Canada	S. W. Jacobs, K.C.
Little Stories of Quebec	J. E. Le Rossignol.
The Legends of the West	Kate Simpson Hayes.
The Riddle of Personality	H. Addington Bruce.
The Church Year	Ven. W. J. Armitage.
Woodsmen of the West	M. Allerdale Grainger.



THE CANADIAN ANNUAL REVIEW

I.—DOMINION PUBLIC AFFAIRS

The Governor-General and Federal Politics

The year 1908 will be remembered in Canada as a political year. There were general elections in the Dominion and in the Provinces of Ontario, Quebec, New Brunswick, Prince Edward Island and Saskatchewan; there was a stormy session of the Dominion Parliament and one which lasted longer than any recorded in Canadian annals; there were several sensational episodes of a party and political character. Earl Grey, as Governor-General, continued his active participation in public affairs during the year and maintained his reputation for tact and skill in the conduct of an office which had become increasingly important in its influence for Imperial harmony and Canadian well-being. On Jan. 2nd His Excellency opened the new Canadian branch of the Royal Mint at Ottawa; on the 14th he addressed a meeting at Ottawa in behalf of the nationalization of the Plains of Abraham; this was also the main topic of a speech delivered before 1,500 students of Toronto University on Jan. 24th—an occasion notable as being the first on which a Governor-General had come to Toronto in order to address the students of the Provincial University. "The ideals of Canada," said Lord Grey, "should be fairness and honesty. The Canadian nation should be composed of people who blushed at the telling of a lie, of impartial judges, and clean statesmen. If Canada was the hope of America, as had already been well said, while America was the hope of the world, why should not Canada be the hope of the British Empire? What the people of England were hoping for was that the people of Canada would have a soul and an idealism which would make them worthy of the trust now coming into their hands."

At Ottawa, on Feb. 26th, His Excellency told the Dominion Rifle Association that he would continue his $500 subscription to its funds, although he regretted that a specified sum had not been

collected by private contributions. It was a pity, he thought, that Canada's wealthy men did not aid the prize list of the Association, and stress was laid upon the importance of rifle shooting, the fact that it was a growing movement in Australia, the belief that an Angel of Peace, to be effective, must have a sword by its side. The Canadian Artillery Association was addressed on the following day. In Toronto, again, on Mar. 5th, the Governor-General spoke at the annual Dinner of the Canadian Press Association and asked the co-operation of the newspapers in making the Tercentenary celebrations and the national acquisition of the Plains of Abraham a success. "I hope, before the Prince of Wales comes to Canada, that an organization may be established which will give every single child in the Empire an opportunity of associating himself with those historic events of the Plains of Abraham which laid the foundations of our Greater Britain, and are really the tap-root of our Imperial greatness." A House for Aged Women was also opened by His Excellency on this occasion. In Ottawa, four days later, he attended a new Public School opening, and on Mar. 30 arrived, with Lady Grey, at Hamilton, Bermuda, on a week's visit which included the reception of an Address from the Hamilton City Council and the patronage of a lecture given by Mark Twain. From this British island Their Excellencies went to New York and thence to Washington as the guests of the British Ambassador and Mrs. Bryce. At the American Capital they were entertained at luncheon by President Roosevelt and accepted other hospitalities, besides spending a few days at Biltmore, N.C.

Early in May His Excellency visited the Montreal Horse Show and on the 22nd he marked Empire Day by addressing some thousands of school children in Toronto and giving them a message from the King. "He wants each and every one of you to resolve not only to die if necessary for your King and country, but to live for your country. He wants you to attend to the advice which the Minister of Education has given you through the school teachers of this Province and so to live as never to bring reproach by word or deed to the Empire of which you are citizens, and to prepare yourselves by every means in your power to advance the welfare of your fellow-citizens, whether in peace or war, whatever may be their class, creed or colour." Later he attended the annual athletic games at Upper Canada College, and on the following day unveiled a tablet in the Armouries in memory of Canada's sons who had died for the Empire in South Africa. On May 25th some 15,000 people assembled in Hamilton to see the Governor-General unveil a statue of the late Queen Victoria, sculptured by Philippe Hèbért, C.M.G., and erected through the earnest efforts of a local Committee of which Mrs. John S. Hendrie was President.

In Montreal, on June 7th, His Excellency addressed a religious organization in the Calvary Congregational Church, deplored the existing divisions of Protestantism, hoped for a coming time of

Church Union and spoke of the duties and spirit of good citizenship. "The British Empire has always stood for responsibility, sacrifice, freedom, and duty," and, in his sojourn in Canada, he had found everywhere evidences of the true Imperial spirit. Few people, he pointed out, realized the future of Montreal; it required a vivid imagination to picture the island as one vast metropolis—one of the hubs of the Empire. But he felt that such was its destiny, and to keep the city's fair name free from stain it was necessary to instil in the minds of their children the ideals of good citizenship. "Do not ask what Canada can do for me," said the speaker, "but what can I do for Canada." During this month Lord and Lady Grey spent some time in Montreal, staying at Lord Strathcona's house, entertaining and being entertained. A visit to Quebec followed, where, on June 22nd, the Governor-General unveiled a monument to Mgr. de Laval, the first Catholic Bishop of Quebec, which had been sculptured by M. Hèbért. Mr. L. P. Sirois, M.P., President of the Committee, presided. In August an unofficial trip up the St. Lawrence to the Great Lakes was undertaken in order to obtain closer knowledge of Canada's waterways. Windsor and, incidentally, Detroit, Mich., Walkerville, Owen Sound, Amherstburg, Niagara Falls and Parry Sound, were amongst the places informally visited.

In September Lord Grey was in the West. On the way to Winnipeg he shared in a "tie-up" of trains on the C.P.R. caused by a cloud-burst under which tracks were washed away and some 15 passenger trains delayed. Shooting was indulged in near Moose Jaw and a brief stay made at several points, including Brandon. British Columbia was, however, the main object of the trip, and His Excellency was at Nelson on Sept. 26th and at Grand Forks on the 28th—a first visit by Vice-royalty to this part of the Province. The Okanagan Valley was then visited, including points such as Fairview and Penticton and Vernon, near which latter place Lord Grey owned a ranch of about 1,000 acres. Returning from this region through the mountains and valleys to Cranbrook, which was reached on Oct. 8th, the party had some not altogether pleasant adventures in the form of severe snow-storms and a landslide, with varied experiences on foot, on horseback, and in an automobile. At Ottawa, on Oct. 28th, the Governor-General presided at a meeting of the National Council of Women and urged support to the battle being waged against Tuberculosis. In this connection His Excellency had, on March 4th, presided at Toronto over a conference of County and Civic officers from all over Ontario, which had met to discuss the "white plague." In his speech special reference was made to the necessity for fresh air and occasional open windows in houses during the winter instead of the hermetically sealed-up custom which really helped to create consumption. An incident of the year in connection with Lord Grey's visits to the Jockey Club Races in Toronto and Mont-

real was a Resolution passed on June 10 by the Toronto Association of Baptist Churches protesting against this patronage by "representative people in high places," and another passed by the Toronto Methodist Conference, on June 15th, declaring that His Majesty's representative "should not lend his influence to aid an enterprise so vicious in its tendencies."

Apart from the Parliamentary Session and the elections there is not a great deal to record as to the Government during the year. Its central figure was, of course, the Prime Minister, and to an ever-increasing degree Sir Wilfrid Laurier became the personal pivot on which Canadian politics turned. His power in his own Cabinet was generally admitted; his influence in the country was again proved; his place in Parliament was one in which the Opposition Leader might deprive him of some prospective laurels and even win an occasional trick in the game of politics without destroying an undoubted and continued supremacy. The worst non-party criticism of him during this stormy year was that of an English newspaper correspondent (Harold Begbie) who described the Canadian Premier as a good man and a dexterous politician who, however, was not a great man, and then pronounced the following rhetorical conclusion: "Fortunate is it for Canada that among so many base and pliant politicians there should be this central pillar of honesty and self-respect; but happier would it be for her, and for us, if the chief pilot of her fortunes had the lofty soul of a Milton and the spacious mind of a Garibaldi."

Sir Richard Cartwright remained an historical but inconspicuous member of the Administration during 1908, with an active assistant in Mr. F. C. T. O'Hara, Superintendent of the Trade Commissioner Service, who, on Mar. 19, succeeded to the post of Deputy Minister of Trade and Commerce; the Hon. A. B. Aylesworth, Minister of Justice, had to leave for Germany in July to undergo special treatment for his aural trouble and only returned in September to take his place in the electoral contest; the Hon. Rodolphe Lemieux, as Postmaster-General and Minister of Labour, met with no political mishaps during the year, unless it was in his withdrawal of a portion of the restrictions placed upon United States newspapers, and seemed to forge steadily ahead in his special lines of administration; of the Hon. S. A. Fisher, Minister of Agriculture, much the same may be said as to both his work in the Government and his campaign leadership in the Eastern Townships of Quebec; the Hon. William Pugsley, Minister of Public Works, was constantly before the people—first as a local politician in the New Brunswick Provincial elections when he met with distinct defeat, then as Federal leader in the same Province during the Dominion elections when he scored a distinct success, and again when he was the central figure in certain sensational charges of corruption. Messrs. W. S. Fielding, G. P. Graham, Frank Oliver, W. Paterson and W. Templeman

were chiefly conspicuous for their election activities. Mr. Templeman was defeated in Victoria, B.C., and at the close of the year his resignation as Minister of Inland Revenue was in the hands of the Premier but still unaccepted. The Hon. L. P. Brodeur, Minister of Marine and Fisheries, had to face serious conditions in his Department and dealt with them to the expressed satisfaction of his political friends and with criticism and calls for resignation from his political enemies. Sir Frederick Borden, Minister of Militia, was the object of continued personal onslaughts from an irresponsible Western newspaper, but in the elections won a severe fight in his own constituency which had been conducted by his opponents along similar lines. His policy and Departmental administration seemed to meet the popular wishes, although there were occasional comments as to alleged extravagance and the large General Staff.

There was only one change in the Government during 1908—that caused by the retirement of Senator R. W. Scott, a veteran of Canadian politics, an active figure in public life since 1852 when he was elected Mayor of Ottawa, a member of the Senate for 34 years, Secretary of State since 1896. He had been supposed to represent the Irish Catholic interests of Canada in the Cabinet, and his successor was Charles Murphy, K.C., of Ottawa, who was gazetted on Oct. 5th as a member of the King's Privy Council for Canada and on the 10th as Secretary of State. Mr. Murphy was not actively prominent in public life, though well known as a barrister, but his appointment appears to have been satisfactory, upon the whole, to the interests specially concerned, and he carried Russell for the Government and himself in the ensuing campaign. The chief criticism of his selection came from *United Canada*, an Ottawa Irish Catholic journal. The Opposition said very little.

The retirement on Sept. 21st of Mr. W. L. Mackenzie King, C.M.G., from the post of Deputy Minister of Labour in which he had so particularly distinguished himself, in order to run for Parliament, was an incident of the general elections. It was definitely announced at the time that he would become head of a separate Department of the Government as Minister of Labour if he was elected and as soon as Parliament could pass the necessary legislation. In accepting the resignation the Postmaster-General and Minister of Labour (Mr. Lemieux) wrote to him in the following expressive terms: "There is no worthier field in which a young man can seek honour and distinction. I am satisfied that your career of usefulness has just commenced and that our common country will get great good from this bold and original step which you have taken. You have offered an inspiring and stimulating example to the younger generation of Canadians, manifesting, as you have done, a supreme confidence alike in the greatness of the destiny of Canada and in the judgment of the

people of Canada." Succeeding his election and pending the creation of the new Department, Mr. Mackenzie King was appointed, at the request of the Imperial Government, to represent Great Britain at the International Conference in Pekin upon the Opium question, and this he accepted after being assured by Sir Wilfrid Laurier and his constituents that his enforced absence from Parliament for some months would be excused. It may be added that he had during the year held several important Government Commissions and presented Reports which were of substantial value in connection with the questions involved.

Besides his association with Labour affairs, the operation of the Lemieux Act and the results of a diplomatic visit to Japan in 1907, which are dealt with elsewhere, the policy of the Postmaster-General (Mr. Lemieux) was much discussed in connection with newspaper postal rates and Imperial Cable proposals. Under the arrangements with the United States Post Office authorities, made during the previous year, largely increased mutual rates had been established upon daily and weekly newspapers and all sorts of periodicals. The protests from Canadian journals having circulation in the Republic—and nearly all had some subscribers there —were vigorous. On Feb. 6th a change of policy was announced (under arrangement made on Jan. 7) in the following semi-official terms: "An amendment has been made to the Convention negotiated between Canada and the United States, as regards the postage on daily papers. Daily newspapers now charged four cents a pound will be in future one cent a pound. Weekly newspapers and periodicals remain the same, four cents a pound under the Treaty negotiated in May last, and which has been in existence for some months. It has been found that all the objectionable class of matter, which owing to the different classification of the two countries was being sent into Canada from the United States, has entirely disappeared from the mails. It has also been ascertained that this class of matter is entirely confined to the so-called monthly or weekly periodicals and newspapers, and that these objections do not exist so far as the daily newspapers are concerned."

This was not satisfactory to the weekly press. On April 9th a deputation from the Maritime Provinces' Press Association, the Canadian Press Association, and that of Quebec, waited upon Mr. Lemieux and asked him for relief in this connection also. They declared that papers like the Montreal *Star* and *La Presse* had a phenomenal circulation in the States; that the Toronto papers had also a good share of United States patronage; that the St. John papers had almost a monopoly of the field in Northern Maine; that a Windsor paper had a large number of subscribers among the Canadian residents in Detroit; that the Winnipeg papers could more than compete with the St. Paul and Minneapolis journals in North Dakota and Minnesota. In his reply the Postmaster-Gen-

eral outlined a plan under which "a postmaster on the American side of the boundary would act as a distributing agent for Canadian weeklies, addressed to United States points, the papers thereby securing the benefit of the Canadian and American domestic rates." The arrangement would, of course, be reciprocal. The subject had been discussed in the House of Commons on Feb. 14 when Mr. R. L. Borden declared, for the Opposition, that the proposed changes would neutralize the benefits of the general policy and it was stated that, so far as British periodicals were concerned, the import had already increased 100 per cent. In 1906 one weekly mail from Liverpool to Canada averaged 376 bags; in 1907, after the magazine post was established, the average was 1,148 bags; in 1908 it was 1,308 bags. During the year many weekly papers in Canada continued their criticism of the regulations but the Government maintained its policy. On Aug. 9th a one cent per ounce rate for drop letters in cities and in towns possessing a letter carrier service came into effect—a reduction of one cent per ounce. In October, during the elections, a policy of partial rural mail delivery was promised by the Premier and the Post Office Department rushed the service into a number of districts. A more leisurely development of the plan afterwards followed. During a visit to London in November Mr. Lemieux attended a Conference on cheaper cables and supported proposals looking to a penny-a-word system between Great Britain and Canada.

An important Government appointment of the year was that of Mr. William Mackenzie, a well-known newspaper correspondent at Ottawa, to the newly-created position of Secretary of Imperial and Foreign Correspondence. The official statement and explanation was that the "increasing importance of Canada's status among the nations of the world had been bringing an ever-increasing amount of diplomatic correspondence to the various Departments of the Government and for some time it had been the desire of Sir Wilfrid Laurier to establish a central bureau for the handling of all correspondence relating to Imperial and Foreign affairs." Not long before this action was taken an interesting paper was made public in connection with the Civil Service Commission Report, written by Mr. Joseph Pope, C.M.G., Under-Secretary of State, urging a more systematic mode of dealing with the external affairs of the Dominion. He suggested the division of his own Department into a section dealing with Canadian Affairs and one dealing with External Affairs; the training of a small staff of men in the study of diplomatic matters and conduct of diplomatic correspondence; the collection of information and collating of papers, etc., scattered throughout various Departments of the Government. It may be added here that the Australian Government already had a Department and Minister of External Affairs. Other appointments of an official character in 1908 included that

of Frederick A. Acland to the post of Deputy-Minister of Labour; Cameron Stanton to be Assistant Deputy-Minister of Marine and Fisheries; James B. Hunter, B.A., to be Deputy-Minister of Public Works and Arthur St. Laurent, C.E., to be Assistant Deputy-Minister; Napoleon Tessier to be Secretary of the Department of Public Works and Samuel T. Bastedo to be Superintendent of Canadian Government Annuities; James G. Foley to be Clerk of the Crown in Chancery and Francis Chadwick Deputy Clerk; Joseph A. Coté to be Assistant Deputy-Minister of the Interior and William B. Rogers to the Postmastership at Toronto made vacant by the death of Mr. T. C. Patteson.

The only bye-elections held during the year were those in Stanstead, Que., and South Huron, Ont., which resulted on Jan. 22nd in the election of C. H. Lovell, Liberal, for the former constituency by 260 majority over A. H. Moore, Conservative, and M. Y. McLean, Liberal, in South Huron, by 134 majority over Harry Horton, Conservative. These seats were very keenly contested owing to the talk of a coming general election. In Stanstead Mr. Fisher, Minister of Agriculture, stayed throughout the contest assisted by Mr. Bureau, Solicitor-General, and with the active aid of a dozen Liberal members of Parliament, a host of youthful speakers, and several members of the Quebec Legislature; while Mr. Moore had the support of Hon. G. E. Foster, F. D. Monk, H. B. Ames and other Conservative members of Parliament or the Legislature. A political incident of the year was the persistent references in the press to Mr. Clifford Sifton's possible return to the Government; his notably clever speech in the Commons on March 20th; his proffer of a Liberal nomination in Winnipeg and ultimate re-election by a small majority in Brandon. The last was heard of a notorious politico-legal case of 1907 when, on Jan. 13, 1908, Judge McLeod, in the Supreme Court of New Brunswick, heard an application on behalf of J. H. Crocket of the Fredericton *Gleaner* to dismiss the case for libel brought against him by Hon. H. R. Emmerson, ex-Minister of Railways. No one appeared for Mr. Emmerson, or the prosecution, and the defendant was duly discharged.

What of the Conservative party or Opposition in 1908? Its voice was prominently heard in Parliament and in the Elections and in all the developments of the year Mr. R. L. Borden apparently deepened his hold upon the loyalty of his adherents and the respect of the public. He did not speak very much upon questions other than political but on Feb. 5th he told the Disraeli Club, in Montreal, that "the great problems facing the Canadian people to-day are mainly the relations between capital and labour, and the public control of great public utilities such as railways. The problem is to so arrange things that the present uneven conditions shall not be made more uneven, that the inequalities of wealth and poverty shall not be magnified by the laws under which we live." A personal incident was the sale of his home-

stead in Halifax and final removal to Ottawa as a place of residence. A matter which constantly cropped up in the Liberal press —despite the fact that Government and Opposition had unanimously accepted the arrangement in Parliament—was criticism of his increased indemnity as Opposition Leader which opponents persisted in describing as a salary. A really remarkable argument was the Toronto *Globe's* contention (Mar. 16) that under existing conditions Mr. Borden had no right to support the Government in its Quebec Battlefields policy, or in anything else! "Although the precise position of a member paid a salary for opposing the policy and the projects of the Government has not been defined, it seems reasonable to regard him as under the same obligation to oppose the Government as a Cabinet Minister is to support and act in harmony with it."

The veteran Conservative statesman, Sir Charles Tupper, though verging on 90 years of age, came to the front upon several occasions. He precipitated an interesting correspondence with Hon. L. P. Brodeur, Minister of Marine and Fisheries, over the latter's contention that the recently negotiated French Treaty was the first occasion on which Canada had been given a free diplomatic hand. In a letter written on Feb. 10 the ex-Premier quoted an Order-in-Council of Mar. 27, 1879, asking the Imperial Government to appoint a Canadian Commissioner in connection with certain negotiations of the moment and referred to his own full powers, held jointly with the British Ambasasdor, at Madrid in 1884 and at Paris in 1893. Mr. Brodeur's reply claimed that a British Attaché was also associated in the 1893 negotiations with Sir C. Tupper while in 1907 he and Mr. Fielding had conducted the affair alone. In return Sir Charles quoted his original Report to the Government in which he referred to the negotiations as being "carried on entirely by myself on the part of Canada."

During a debate in the Commons (May 22) Colonel S. Hughes stated that Sir Charles Tupper had once declared, in caucus, that the Conservative party had made a mistake in opposing the Laurier Government's policy as to Yukon Railway connection. This statement Sir Charles at once repudiated and on June 8th wrote as follows: "I was anxious to see a road to the Yukon constructed but when the scandalous terms contained in the contract became known I strongly opposed the Bill ratifying it, on its second reading, and have denounced that contract in and out of Parliament, whenever the question has been brought up from that day to this, as an attempt to perpetrate a most disgraceful job. I challenge you to produce any evidence in support of your statement which, if true, must be known to all the members of the Conservative party then in the House of Commons—as you say I made it in caucus." Colonel Hughes replied in a long letter in which he admitted an error as to the place and time of the alleged statement but claimed that it had been made at a meeting of Conser-

vatives in Sir C. Tupper's house. There the matter rested. During the year several efforts of a non-political nature were made to tender the one-time Premier and Conservative Leader some fitting tribute of public respect but personal considerations prevented their acceptance. His elevation to the Imperial Privy Council was an honour unanimously approved as being a well-deserved compliment to a great career. He was sworn in before the King on Oct. 19th. A letter in this connection was made public during the year written to Sir Charles by Earl Grey and dated Nov. 11, 1907, which stated that he was making the recommendation to His Majesty with special pleasure, with the full approval of Sir W. Laurier, and with a feeling that it was "the highest honour to which a subject of the Crown or mortal man can aspire."

The Government received some important deputations from time to time. On Jan. 14th the Executive of the Union of Canadian Municipalities waited upon the Minister of Railways and asked an amendment to the Railway Act making the construction, maintenance and operation of electric or street railways within the bounds of a municipality subject to the consent of such municipality. Mr. Graham was understood to accept, in the main, the suggestions of the deputation. The annual delegation of the Dominion Trades and Labour Congress waited upon Sir W. Laurier and Mr. Lemieux on Jan. 31st and requested (1) legislation putting into force Mr. Mackenzie King's recommendations as to Telephone employees in Toronto; (2) the passage of a Dominion Workmen's Compensation Act; (3) an increase in letter-carriers' wages; (4) inspection of the running gear of vessels for the protection of 'Longshoremen; (5) the passing of a bill for an eight-hour day on Government works; (6) a Commission on technical education; (7) the public lands of the Dominion to be reserved for *bona fide* settlers; (8) the passing of a bill to provide for the organization of co-operative societies and the applying of this principle to banking as well as to trade and commerce; (9) the establishment of Old-Age Pensions; (10) an amendment of the Lemieux Act to prevent the importation of strike-breakers while negotiations were in progress; (11) abolition of immigration bonuses; (12) exclusion of Hindu labour. The Ministers stated in reply that in any re-arrangement of the Cabinet the Portfolio of Labour might be made separate; that the Railway Commission now had jurisdiction as to Telephone conditions; that the Civil Service Commission would deal with the Letter Carriers' case; that the Co-operation Bill would be pushed through and the Banking suggestions carefully considered; that Canada did not yet need Old-Age Pensions and that the Lemieux Act would be tested for a year or two before being amended; that the other points would be considered.

On Feb. 21st a deputation of prominent citizens and municipal officers of 18 Ontario municipalities and 8 ridings asked the

Minister of Railways for the lease of a portion of the Upper Healy Rapids to the Northumberland-Durham Power Company as supplementary to patents and leases already granted by the Ontario Government. A delegation from the Halifax Board of Trade asked the Minister of Marine and Fisheries on Feb. 13th for the appointment of a Fisheries Commission to investigate Maritime conditions and administration in that connection. A Committee of the Canadian Medical Association, headed by Dr. E. P. Lachapelle, of Quebec, waited upon Sir W. Laurier and the Minister of Agriculture on Mar. 3rd and asked for consolidation of the Medical branches of the Immigration, Marine, Agriculture, and Inland Revenue Departments into one central Bureau; "thereby giving better uniformity and greater effectiveness to the whole work of medical inspection, etc., now being carried on by the Federal Government." Full consideration was promised as in the preceding matters mentioned. Representatives of the Montreal City Council, Board of Trade, Produce Exchange, Corn Exchange and Chambre de Commerce, were heard, on Mar. 31, by the Premier and various Ministers, in a strongly-urged request for the construction of a line of railway connecting Montreal with the main line of the Transcontinental Railway. Speeches were made by Isaac Prefontaine, T. J. Drummond, W. I. Gear and others. Sir Wilfrid Laurier in his reply acknowledged the importance of the request made by the delegation and confessed that he would not consider the National Transcontinental Railway complete until connection was made with Montreal. As to the request for immediate construction, however, they must remember that the Government had large enterprises on hand; there was the Grand Trunk Pacific, the National Transcontinental, the deepening of Canals, the improvement of shipping facilities, and they were being pressed to build railways in the West and to undertake the Georgian Bay Canal. "Everything could not be done at once. They must have patience, but they could rely upon the branch being built as soon as possible."

The Seed-Grain policy of the Government in Alberta and Saskatchewan was an important incident. Late in 1907 correspondence between Mr. W. R. Motherwell, Saskatchewan Commissioner of Agriculture, and the Minister of the Interior at Ottawa showed the desire and needs of that Province in the matter of seed grain as a result of the disastrous crop and weather conditions of the 1906-7 winter. Later on Alberta made similar representations and a Provincial estimate of Jan. 27, 1908, put the necessary expenditure at $550,000 for Alberta and $2,300,000 for Saskatchewan. A Dominion Order-in-Council, on Jan. 30, based upon a Memorandum from the Minister of Finance, summarized the situation in these Provinces as very serious, described the wheat-crop in many sections as quite unfit for seeding purposes, and referred to the lack of suitable oats and barley for seeding as very

general. It was suggested that "steps be taken to secure as soon as possible an adequate supply of seed wheat, seed oats and seed barley; that this grain should be bought as soon as may be, subject to a test to be carried on by the officers of the Seed Division of the Department of Agriculture, and that this grain should be held available to the farmers of these Provinces for seeding purposes next spring and distributed to them in such manner as may be found most convenient and effective." Mr. Fielding pointed out that, as a result of preceding prosperity which made the farmers sink all their money in improvements and extensions of area, money would be unavailable in many parts of the West to pay the cost of seed for the coming season. Altogether the situation seemed to demand extraordinary action and the Minister recommended and Council approved Parliamentary appropriations as follows:

(a) To provide seed grain for homestead settlers in the Provinces of Alberta and Saskatchewan; the cost of said grain to be repaid by the settlers with interest at the rate of five per centum per annum and, until repayment, to be a lien or charge upon the lands of the settler held under homestead entry	$ 585,000
(b) Advances to the Government of the Province of Alberta for the purchase of seed grain for settlers	440,000
(c) Advances to the Government of the Province of Saskatchewan for the purchase of seed grain for settlers....	1,825,000

Regulations embodying these provisions were duly made and the Provincial Legislatures passed the necessary Acts in approval. Mr. C. C. Castle, of Winnipeg, was appointed Dominion purchasing agent and by April 8, 15,275 applications had been received for 514,772 bushels of wheat, 677,572 bushels of oats, and 89,649 bushels of barley. To Saskatchewan, seed grain of the value of $1,038,834 was shipped under requisition and $1,286,024 worth sold to the Provincial Government; to Alberta $247,190 worth was shipped and $25,081 sold.

The Parliamentary Session and Debates of 1907-8

The 4th Session of the 10th Parliament of Canada, which commenced on Nov. 28th, 1907 and closed on July 20th, 1908, was the longest in Canadian history—lasting nearly eight months and excelling the record of 1903 by seven days. It was a stormy Session and filled with angry debates and prolonged discussions and personal charges; it was a scandal Session teeming with Opposition allegations of corruption and mal-administration; it was a constructive Session in respect to considerable useful legislation; it was an expensive Session in its large votes of money and one which tried the qualities and patience and character of leaders on both sides. The Opposition speeches upon certain occasions were admittedly and intentionally obstructive; the speeches on all sides showed a strong tendency toward the campaign literature type in view of an anticipated general

election; the actual work or legislation was very largely done in the last two months of the Session.

Sir Wilfrid Laurier was in almost daily charge of the business of the House and his physical endurance and mental alertness were striking incidents of a trying period. Mr. R. L. Borden, assisted by Hon. G. E. Foster, H. B. Ames, W. F. Cockshutt and others, watched proceedings with the most devoted attention and lost few if any chances of making party capital out of the stirring events of the period. As to actual legislation the Premier had charge of the Resolution for an extension of Provincial boundaries in Manitoba, Ontario and Quebec, which was passed, and of one empowering the Government to enter into negotiations with the Governments of Australia and New Zealand with a view to establishing the All-Red steamship line. He took an active part in the general work of the Session and notably in the controversies over the Elections Bill. Of this latter measure Mr. Aylesworth, Minister of Justice, had charge as well as of bills restricting the use of cigarettes and tobacco by boys under a certain age and amending the Judicature Act with respect to the Exchequer Court and the Provincial Courts in Manitoba, British Columbia, Ontario and Quebec. Mr. Fielding, as the Premier's first lieutenant in the House, piloted the Franco-Canadian Treaty through the Commons and had charge of the Insurance Bill which was finally held over for another Session so as to include certain necessary amendments. Other measures in his charge were special amendments to the Bank Act providing for a further expansion of note circulation during the crop-moving period; a bill providing for Government Old-Age annuities; and one extending and increasing the Lead Bounties for a term of five years. Mr. Fisher introduced and carried through the much-discussed Civil Service Bill which it was claimed would take the Service out of politics by placing it under the control of an independent Commission—the inside Service on Sept. 1st and the outside Service at some date to be settled by Royal Proclamation. This Minister, also, handled some useful amendments to the Pure Food Inspection Act of the previous Session.

Mr. Graham, the new Minister of Railways, won approval by his conduct of several important bills—notably one which re-organized the Railway Commission and placed Telephones and Telegraph lines under its jurisdiction and another which provided for the reconstruction of the Quebec Bridge under the supervision of a Government Commission. Mr. Pugsley, the new Minister of Public Works, was not personally so fortunate. He was the storm-centre of several angry debates and had the difficult task of piloting hundreds of items in estimates through a House which was very far from good-humoured. So far as the West was concerned Mr. Oliver, as Minister of the Interior, had charge of the most important measure of the Session in the Western Lands Bill which

had been held over from the preceding year. It provided for pre-emption rights to homesteaders for an additional 160 acres of land, at $3.00 an acre, in nearly the whole of the middle West; for the construction of the Hudson's Bay Railway by the sale of certain Dominion lands; and for the release of some 40,000,000 acres of land for settlement purposes. He also put through Bills amending the Manitoba Grain Act and the Grain Inspection Act, covering the Government's purchase of Seed Grain for Western settlers in the previous spring, and granting lands to Canadians who had taken part in the South African campaign. The Grain and Grain Inspection Acts represented the results of the Grain Commission's investigation in 1907 and weeks of consultation between the Minister and Western Liberal members as to the best methods of handling and shipping grain.

Mr. Templeman, Minister of Inland Revenue, carried through his measure respecting Proprietary Medicines which provided additional safeguards against noxious mixtures, in the form of patent preparations, and forbade druggists to sell any patent medicine which had not been certified by the Department as being helpful. Another Bill undertook the encouragement of Canadian tobacco culture by revising the excise duties and removing certain discriminations against cigars made from Canadian leaf. Mr. Lemieux's Co-Operative Societies' measure was passed in the House but killed in the Senate by 19 votes to 18 owing (1) to the opposition of the retail merchants and (2) to the declaration of Provincial Parliaments that it was an infringement of their rights. The Postmaster-General also introduced and carried a bill prohibiting the importation, manufacture, and sale of opium in Canada and another establishing the one-cent rate for drop letters in cities. Mr. Brodeur, Minister of Marine, amended the Canada Shipping Act in certain regulations affecting certificates for masters and mates and in defining coasting trade privileges. His time was, however, largely taken up with debates concerning the past management of his Department.

Mr. Paterson, Minister of Customs, amended the Customs Act so as to make dutiable the repairs made in a Foreign country to ships employed in the Canadian coasting trade. Sir Richard Cartwright introduced and carried through the Senate his carefully studied Annuities Act which was afterwards approved by the Commons. It was not an Old Age pension scheme in the ordinary sense but one under which the saving and provident person could purchase Government annuities. It provided that no annuity should exceed $600, even when paid to husband and wife jointly; that the minimum age at which an annuity might begin should be 55 years, except in cases of disability; that annuities should be neither transferable nor subject to seizure; and that in case of death the amount should be returned with interest at 3 per cent., compounded yearly. Considerable latitude was allowed

in arrangements for payment; and immediate annuities were to be purchasable by persons who had reached the age of 55. A man might take his annuity at the age of 55 or let it accumulate and draw a bigger annuity later.

So much for the actual Government work of the Session. Of general matters there was distinct evidence as to Canada's new inter-Imperial and international position in the discussion of the Japanese and French Treaties and of the Hindu trouble in British Columbia; there was a certain amount of *prestige* won by the Opposition in its holding-up of the Elections Act until specific changes were made and in its fight for access to original documents in the Departments; there was an infinite amount of talk and a notable air of aggressiveness in the whole conduct of the Conservative party and its charges against the Government; there were subsidies voted to railway companies totalling, in new lines or renewals, some 4,000 miles at a rate of $3,200 per mile when the cost of construction was under $15,000 per mile, and $6,400 per mile when it exceeded that standard of cost; there were cash appropriations aggregating some $140,000,000 for the Session and most of it was not opposed in detail though criticized in bulk; there was a general and pleasant unanimity, or almost so, upon the Quebec Battlefields measure and as to the policy of acquiring the historic Plains of Abraham and joining in the celebration of Quebec's Tercentenary.

The Session was opened by the Governor-General, Earl Grey, on November 28, 1907, in a Speech from the Throne which referred to the still expanding revenues, increasing immigration, the financial stringency of the moment, the satisfactory nature of the Colonial Conference proceedings, the French Convention, the agreement with Newfoundland to refer the Fisheries clause of the Treaty of 1818 to the Hague Tribunal, the progress of the Grand Trunk Pacific, the Japanese mission of Mr. Lemieux, the collapse of the Quebec Bridge, the increasing revenues and decreasing rates of the Post Office, the proposed extension of certain Provincial boundaries and Government control of Telegraph and Telephone Companies. The Address in reply was moved by Mr. R. R. Hall, of Peterborough, and seconded by Mr. Adelard Lanctot, of Sorel. The debate was prolonged until Dec. 11th when the motion was finally adopted on division. Following this general discussion came a prolonged dispute over the right or otherwise of the Opposition to see original Departmental documents which might be required in debate. The Government was only willing to supply copies of documents in its custody and it seemed that Mr. Oliver, Minister of the Interior, had given orders that, so far as his Department was concerned, only such copies of contracts, tenders, etc., would be allowed for inspection. On Jan. 13th, and in connection with charges as to the administration of Western timber limits, Mr. H. B. Ames

moved for "a return laying on the table of this House the original applications and tenders in respect of timber berths 1107, 1108 and 1171." He declared that only the gravest reasons of public interest should prevent access to such documents and pointed out that the members of the Opposition had introduced four or five Resolutions asking for information regarding certain leases of timber areas in the Canadian North-West. "We could not secure the passing of these until all reference to original documents was struck out of them. We contend that we have a perfect right to ask for the originals and the Government must allege very good reasons to justify them in refusing us access to such papers." The Minister of the Interior read a Report from his Deputy (Mr. W. W. Cory) objecting to anything but copies leaving his Department. It was contended that such removal would hamper the conduct of public business and would delete the Departments of many necessary documents which would pass into the permanent custody of Parliament. He had no objection to the fyles being brought before a Committee (as distinct from the House) for inspection, in charge of an officer of the Department, and to be promptly returned thereto. The Hon. G. E. Foster, for the Opposition, declared that "if it was the wish of the House of Commons to see just exactly how a document stands which came into the hands of a Department by way of tender, which went through by way of contract, to see the name that wrote it, to see the amount that was put within it, to scan the paper so as to know whether the amount of money that was stated there was ever changed in the matter of the colouring of the ink or in the matter of the figures, to see exactly what was there as it originally came in, and what may have been placed there after it came in by way of interpolation, or the like of that," neither the convenience of the Minister nor of the Department should stand in the way.

The Prime Minister followed in a strong endorsement of Mr. Oliver's attitude, a refusal to admit that any document would be tampered with in the Departments or to accept such a presumption as even an argument in the case. The proposals were against precedent and practice and public convenience and "peremptory reasons," therefore, prevented Mr. Ames' motion being accepted. Mr. R. L. Borden declared that there must be something in these particular fyles which the Government desired to conceal. "If there is nothing to withhold why is there any reluctance to produce these fyles." He contended that if the Committees of the House had a right to ask for these original documents the House itself had a much greater right. The debate then turned on the nature of state documents, the powers of Governments, Courts and Parliament in the premises, and concluded with the following summary by Mr. Ames whose motion was rejected by 86 to 51: "Have I a right to see original documents? If I have that right what is the constitutional method by which I can exercise it? Up

to 1908 it seemed to be the simplest matter in the world to step into the Department of the Interior and, as a matter of courtesy, to examine these documents. Now that privilege is denied the Members of the House and we are told that even in the House we cannot get that privilege."

The subject was further dealt with on Jan. 21st by Mr. R. L. Borden in the introduction of the following motion: "Subject to such considerations of public policy as can be validly urged in any case it is the undoubted right of the people's representatives in Parliament assembled to be informed of everything necessary to explain the policy and proceedings of the Government and for that purpose to have an opportunity of seeing and examining all documents connected with the transaction of public business; and the denial of such right by the Government justifies the refusal by this House of further supplies to the Crown." The Premier, in reply, took no exception to the general principle laid down but wanted care in its application and the observance of certain restricting regulations. The rule and custom of Parliament was the granting of copies; only rarely should originals be produced. He accepted the Opposition Leader's motion and, after further debate, it passed unanimously.

On the 23rd Mr. Foster brought the matter up again, stated that out of 455 pages of the return requested, Mr. Ames only wanted the originals of nine pages and claimed that in the preceding Session copies had been found to conceal instead of reveal the facts of a given case. Sir Wilfrid Laurier, in reply, simply declared that definite and substantial reasons must be given before such a request could be granted—in Mr. Ames' motion no such reasons were given. Those now stated seemed, however, quite sufficient for the production of the documents. Mr. Borden claimed that the original motion should have been accepted because the reasons then advanced, in accompanying speeches, were the same as those now given and accepted. The debate continued over a wide field of constitutional thought and precedent and included a motion by Mr. W. B. Northrup (Cons.) declaring that "subject to such consideration of the public policy as can be validly urged in any case members of Parliament have the right to have access to all the records of the Government and to all the archives." The documents, meantime, were not brought down and Mr. Fielding, Minister of Finance, took the ground that the reasons stated by Mr. Ames, in accordance with the Premier's suggestion (*Hansard*, 1778) had not really been sufficient; in any event it was for the House and the majority in the House to say whether they were or not. The discussion was renewed on Jan. 24th when Mr. Northrup's motion was defeated by 95 to 50—the Premier stating that on Monday the 27th, when the feeling of the House had cooled down, he would make a statement. On that date Sir Wilfrid Laurier informed Parliament that he had asked

the Minister of the Interior to lay the original documents asked for on the table of the House. On Feb. 10th, Mr. R. S. Lake, for the Opposition, improved this situation as a precedent by asking for and receiving further documents upon the representation that he considered them necessary in order to carry out his duty to his constituents. This matter was, of course, important in its creation of precedents; it was also notable as promoting antagonisms in the House, emphasizing a certain bitterness in the current discussion of affairs, and giving the Opposition the opportunity to freely insinuate that Departmental irregularities in tenders and contracts were being concealed.

Another subject affecting Parliamentary conditions, which was discussed at some length, was the constitution of the Senate.* Non-partisan in its treatment and perhaps rather academic in its nature, the topic was one of perennial interest and the debates instructive if nothing more. Three Resolutions were before the House of Commons and they were all discussed together on Jan. 20. Mr. G. H. McIntyre (Lib.) asked for (1) an age limit for retirement and a shortened term of service for future Senators; (2) an extension to other authorities than the present one of power to select persons for the filling of a portion of future vacancies in the Senate; (3) a re-arrangement of some of the duties and work of the two Houses. His Resolution invited the co-operation of the Senate in seeking these ends. Mr. H. H. Miller (Lib.) was emphatic in the terms of his motion which declared that "this Canadian Senate, as an institution, has not proved to be of any decided benefit to Canada, and cannot be regarded as necessary; that the disadvantages connected with and resulting from the maintaining of the Senate greatly outweigh the advantages and benefits derived therefrom; and that the Senate may with advantage and gain be abolished." Mr. E. N. Lewis (Cons.) asked for a plebiscite at the next general election upon the alternative propositions of "Shall the Senate be abolished?" or "Shall the method of appointment of Senators be altered?"

A very wide range of subjects was discussed. The impracticability of getting the House, the Senate and the Provincial Legislatures to all agree upon a measure of either abolition or reform, for presentation to the Imperial Parliament as an amendment to the British North America Act; the inevitable difficulties of such a body as the Senate in doing "either too much or too little"; the relative situation and functions of the House of Lords; the partisan character of the Senate and the United States system of selection; the necessity or desirability of a second chamber and many similar topics, were dealt with. Sir Wilfrid Laurier described the historic Liberal attitude as one of belief in the desirability of reform-

* NOTE—The subject of Senate Reform was discussed at length by Hon. James Young in *The Globe* of May 8, and by Hon. G. W. Ross before the Canadian Club of Toronto on April 21st.

ing the Senate; the difficulty lay in finding a method. He favoured (1) a reduction in the number of Senators; (2) the representation of each Province by a limited and equal number of Senators; (3) the appointment of members of the Senate for a limited, but fairly lengthy term. Further suggestions the Premier declined to make. He did not like the elective system and, perhaps, upon the whole, the present plan of appointment was the best available. Mr. G. E. Foster took straight issue upon this latter point and advocated the selection of Senators by large national constituencies. The debate adjourned without any definite expression by the House upon the subject.

In the Senate the matter was discussed in several forms. The Hon. James McMullen moved on Jan. 23rd that it was "desirable that the question of the method of appointments and the term for which appointments are to be made in future should be considered and the system re-cast." He advocated reduction of the membership in the House of Commons and the filling of all future vacancies in the Senate by a joint ballot vote of the two Houses of Parliament; stated that in the previous Session the Senate had made 203 amendments to Bills received from the Commons; pointed to the number of Bills originating in the Senate as further proof of its usefulness—17 in 1901, 27 in 1902, 26 in 1903, 43 in 1905, 35 in 1906 and so on. The Hon. G. W. Ross, fresh from his sphere of Provincial work, declared that there was no strong public opinion in favour of Senate abolition and thought the lack of public interest in the affairs of that body to be due largely to its inability to deal with, or amend, fiscal and financial measures. Since Confederation, he stated, 4,742 Bills had been discussed in the Senate and of these 872 had been initiated in that Chamber and 1,068 amended. The rejections numbered 97. The chief reform Senator Ross asked for was increased Government representation in the Chamber through the appointment of Under-Secretaries as in Great Britain. He opposed election of its members by Provincial Legislatures. As to reform in composition of the Chamber he was inclined to favour a composite system, half nominated by the Crown and half elected by Provincial popular vote.

The debate continued on Jan. 29th and Mar. 24th. Upon the latter date the Hon. L. O. David moved an amendment declaring that "it is desirable, in order to increase the efficiency of the Senate, that more legislation be initiated in this House, that more Ministers of the Crown have seats therein, and that any Minister may personally introduce and defend Government measures on the floor of both Houses." The Hon. F. L. Beique defended the Senate as being representative of all classes, pointed out that in the past 12 years it had been "refreshed" with 82 new appointments and moved another amendment stating that "the present constitution of the Senate seems to be, on the whole, the best which can be

devised for this country," and suggesting that its members might be kept more constantly occupied. The Hon. A. H. Comeau described the Confederation ideal in creating this Chamber as having been a constitutional guarantee for (1) the protection of Provincial rights; (2) protection of religious rights; (3) regulation of corporate and personal rights. The discussion continued on April 1st when Hon. J. V. Ellis demanded reform of some kind. On the 2nd the motion and amendments were alike withdrawn.

Meanwhile, on Feb. 26th, Senator G. W. Ross had proposed by formal motion the addition of the following Standing Committees to those already existing: (1) Agriculture and Forestry; (2) Immigration and Labour; (3) Commerce and Trade Relations of Canada; (4) Geological Surveys and Mineral Development; (5) Transportation Routes to the Seaboards and Harbours; (6) Coast Surveys and Merchant Shipping; (7) Fisheries; (8) Industrial Arts and Exhibitions; (9) Civil Service Administration; (10) Public Health and Inspection of Foods; (11) Public Buildings and Grounds. After an exhaustive speech from Mr. Ross the Hon. R. W. Scott, as Government Leader in the House, suggested that the new Committees should be limited to the first three and the last three mentioned. As thus amended the Resolution passed. On Jan. 30 Senator Ross also formally presented proposals in another constitutional direction as follows: "That, in the opinion of the Senate, the time has arrived for supplementing the executive government of Canada, by the appointment of Under-Secretaries to the more important Departments of the public service, with duties and privileges as near as may be similar to those of the corresponding officers in the Parliament of Great Britain."

In an elaborate address he reviewed the resemblances and differences between certain portions of the Governmental machinery in Britain and Canada. Senator Scott, in reply, described the proposal as academic, the press and public as indifferent, the Government as not having really considered it. The Hon. J. A. Lougheed, the Opposition Leader in the Senate, thought it too Radical and took occasion to urge more Government representation in the Senate. The motion was further discussed under successive adjournments and, on Feb. 19th, was withdrawn. The general question came up in another form on May 13 when Senator McMullen proposed, by motion, that the Commons be invited to co-operate with the Senate, through a Joint Committee, "to consider the advisability of devising methods whereby a more equal division of the initiation of private and public legislation may be secured between the two branches of Parliament and adopting rules governing debate which will limit the time of discussion so as to better expedite business." The debate was a brief one and the Resolution passed by 28 to 23 votes. On June 17th Senator

G. W. Ross asked for a Committee of seven to divide the Province of Ontario into Senatorial divisions, with appropriate local designations for such divisions and their representatives, but after brief discussion the motion was withdrawn.

In the House of Commons a non-partisan subject—the decreasing representation of the Maritime Provinces in Parliament as a result of decreasing population—was brought up by Mr. J. W. Daniel, of St. John, on June 4th. He contended that it was the intention of the creators of Confederation and the belief of the minor Provinces in that bargain that, under no circumstances, would the future representation of the latter be lessened. Mr. O. Turgeon, also of New Brunswick, took the ground that slight changes in representation mattered little; what the Maritime Provinces required was the development of their dormant resources. Messrs. A. A. McLean, A. Martin and A. A. Lefurgey, of Prince Edward Island, urged the return of that Province, in particular, to the representation granted it in 1867. The debate ended with a speech by Mr. O. S. Crocket, of Fredericton, declaring that had a decrease in representation been thought possible these Provinces would never have joined Confederation. Another topic of much greater practical import, and as to which the discussions were not violently partisan, was that of Postal arrangements and proposed reforms. On Feb. 14, Mr. Lemieux, Postmaster-General, explained the changes made during 1907 in the Conventions of 1875 and 1888 with the United States, and the amendment which had since been decided upon as to daily newspapers. No exception or change was made on behalf of weekly papers and several Opposition members claimed this to be a special hardship to small Canadian publishers with a certain circulation in the United States. Under the terms of a request from the Canadian Press Association Mr. Lemieux also stated that the Government was allowing the daily papers a rebate of the difference between the old rate and the new from May 12, 1907, to Jan. 1, 1908. A later statement shewed that *La Presse,* of Montreal, was the chief beneficiary in this respect as its rebate was $20,652 —the next highest payments being to the Toronto *Globe* and Toronto *Mail* of $1,000 each.

To this Mr. R. L. Borden objected as a possibly dangerous precedent in fiscal policy and bantered the Postmaster-General upon his experimental action and change of view. In a further discussion on Feb. 26th Mr. Lemieux stated that the exclusion of objectionable United States literature and the encouragement of good British periodicals under the new regulations had been marvellous. As a result of the reduction in British rates which had also followed the United States re-arrangement the year's import of British journals had increased 347 per cent. On April 27 Mr. J. E. Armstrong (Cons.) made sundry complaints as to mail deliveries and Postal policy. Some days before this (April 10) a

good defence of the Postal administration as a whole was given by Mr. J. H. Sinclair when he pointed (1) to the provision of facilities in the Yukon and the new settlements of the West; (2) to an increase in letters between 1896 and 1907 totalling 248,000,000; (3) to the establishment in that period of 2,186 new Post Offices and 7,941 new Money Order and Postal Offices; (4) to the changing of an 1896 deficit into a 1907 surplus of $1,300,000; (5) to the reduction of postage to Britain from 5 cents to 2 cents, of Canadian internal postage from 3 cents to 2 cents, and a saving to Canadian pockets of at least $1,000,000. Incidental to this general subject was the discussion from time to time of the question of free rural mail deliveries. During the debate on the Address, Dec. 6, 1907, Mr. J. E. Armstrong had moved an amendment expressing regret that no allusion was made therein to "the importance of inaugurating a system of rural free mail delivery under which our rural population may enjoy, so far as Canada's resources will permit, the great advantages in that respect which have been secured to the rural communities of other countries." It was defeated by a vote of 103 to 54—in the main a party division and an important one in view of the preliminary and partial action of the Government along these lines during the succeeding year. Mr. Armstrong's speech was a strong appeal for the special interests of 600,000 farmers who produced $700,000,000 worth of national wealth annually:

> Free rural mail delivery brings the Post Office practically to the door of the great mass of the people. Instead of these people having to go or send to the Post Office for their mail, a Government officer delivers it daily. It is a great benefit to the business man who has connections with rural districts. It increases the revenue of the Post Office Department; it increases the circulation of the press of our country which is an educator; it delivers parcels for a few cents from the merchant at the nearest town to the farmer—thereby saving the farmer time and expense; it connects the farmer with the latest current reports; it has been the means, where tried, of improving the roads in the country districts; it is estimated in United States Reports that it increases the value of farms by twenty-five per cent. It is easier for one man to deliver the mail to 100 farmers than it is for 100 farmers to drive or walk miles to a Post Office, and when you come to think of the scarcity of labour in farming districts and the expense it is to them you can readily see the force of that statement.

After an elaborate consideration of United States experience and the statement that the Leader of the Opposition would put the policy into operation, if placed in power, Mr. Armstrong quoted the Postmaster-General (Mr. Lemieux) as declaring in the House on April 18, 1907, that the United States was finding the scheme too great a load to carry, and from the Ottawa *Free Press* of Nov. 10, 1907, a speech of the Minister of Agriculture (Mr. Fisher) at Mansonville, Que., claiming such a policy in Canada to be impossible as "it would involve us in financial disaster." There was no official reply from the Government; Mr. Wilbert McIntyre, of

Strathcona, Alta., opposed the idea as involving expenditures which would check the establishment of new mail routes and post offices and otherwise starve the West; the Liberal majority voted it down. During a discussion on Apl. 27, 1908, Mr. Lemieux made an extended reference to the proposal and argued against its immediate practicability on the ground of heavy expenses and of the vast distances in the West; described the difficulty of giving it to one part of the country and not the others; referred to the unfavourable report made by his officials who had investigated the United States system. "I am as anxious as he (Mr. Armstrong) is to give the farmers of Canada a free rural mail delivery, but my Hon. friend will never convince a farmer of the West that he should pay for a luxury to be given only to the farmers in the East. He will never convince a man with a head on his shoulders and with common sense in his head that we are in a position to spend as much money, with our limited revenue and our small population, as the United States with their enormous revenue and their large population."

Some of the Departments of the Government came in for strenuous criticism and inquiry during this prolonged Session—in fact the greater part of the debates was devoted to the making and answering and discussion of Opposition charges. The chief subject of discord was the Marine and Fisheries Department, but this is dealt with separately, as also that of the Interior in connection with Western lands. The administration of the Public Works Department was debated on Mar. 12 when Mr. G. H. Perley (Cons.) moved the following Resolution: "That the revenues of Canada belong to the people of this country and should be expended in the public interest; and this House condemns the action of the present Government in expending public money on works which are really for the benefit of favoured corporations and private individuals and not for the public benefit." Mr. Perley pointed out that in the last year of Conservative rule the expenditure of this Department was $1,414,592; in 1905-6 it had become $9,844,243; in 1906-7 it was $9,540,528; in 1907-8 the estimates totalled nearly $15,000,000. The burden of his succeeding speech was that while some increase in this connection was inevitable, the actual amount had been excessive and the detailed expenditures extravagant or absolutely wasteful. Cases claimed to be in point were the construction of a little-used wharf at Hull; wharves built at various places on inland waters and small lakes such as Nominingue in Labelle County, Quebec; the Disraeli Bridge affair in Richmond and Wolfe, Quebec; the St. Joseph wharf on Lake Huron and the Chicoutimi piers, etc., built on the Saguenay River. Mr. J. D. Reid followed in a similar criticism which included the Railway and Marine Departments in its scope. The reply of the Minister of Public Works (Mr. Pugsley) went into various details of explanation but may be summarized in the following rather neat retort:

When I listened to the cases to which these gentlemen referred and which apparently were the only cases to which they were able to refer after very exhaustive research, I felt that they were bearing silent testimony, silent testimony because it was testimony based on what they did not say, as to the proper administration of the Department of Public Works during the eleven years which have passed since this Government came into power. From the statement of the mover of the Resolution it would appear that in those years probably $30,000,000 have been expended by the Public Works Department and the only works either of these Hon. gentlemen was able to point out in relation to the Department as deserving of criticism would not amount to over $200,000 or $250,000 in all.

The debate lasted some time and included other speakers and charges. Mr. Perley's motion was finally rejected by 99 to 43 votes. On Apl. 14 Mr. W. H. Bennett (Cons.) brought up the matter of dredging contracts involving, throughout the Dominion, millions of dollars a year. He claimed that many, if not all, of these contracts were given to partisans who were allowed by the Department to make very large sums of money out of the work and he instanced, as cases in point, the Great Lakes Dredging Company with James and A. F. Bowman as the chief proprietors and payments of $20,000,000 made to them in a few years, and the Owen Sound Dredging Company with Mr. A. G. McKay, K.C., as half-owner and receipts from the Government of some $400,000. Several others were specified. Mr. Pugsley in his reply went fully into details, defended the contracts and tenders in question, argued that there were considerable risks in the dredging business and heavy expenses in plants and renewed plants, claimed that the parties concerned earned all they had made and gave the following general view of the situation: "The dredging plant owned by the Government is not at all, in my judgment, what it ought to be for a maritime country such as Canada is. There is an enormous demand for dredging on the Pacific coast, on the Atlantic coast, on the St. Lawrence and other rivers, the Baie des Chaleurs and the Great Lakes. Therefore, the Department has felt obliged to ask for tenders for a great deal of the dredging work in the past and has necessarily done that work by contract." The Department had to depend largely upon the honesty and efficiency of its Inspectors.

Sir Frederick Borden and the Militia Department received the now regular criticism of the Ross rifle contract. Colonel A. N. Worthington (Cons.) reviewed the matter at great length on May 21st and moved the following Resolution: "That the dealings of the Department of Militia and Defence in connection with the adoption and manufacture of the Ross rifle as an arm for the defence of Canada have displayed deplorable inefficiency, have been characterized by gross extravagance and improvidence, and have impaired public confidence both in the alleged efficiency of the rifle and in the management of the Department." The speaker declared that the rifle was only partially made in Canada and pro-

duced evidence to that effect; claimed, as in preceding Sessions, that the rifle itself was defective and inferior; alleged that it was costing the country far more ($10 each) than the Lee-Enfield rifle would have done; described the arrangement with Sir Charles Ross as a "coddling contract" and one altogether too liberal; quoted proofs as to the rifle being dangerous in actual use at Militia practice. The Minister's defence was in the origin of the contract during the South African War when the need of a local manufactory of small arms became obvious; the approval of this policy by the Imperial Military authorities and the favourable report upon the rifle by a Committee of Canadian military men of whom General W. D. Otter had been one; the approval of the rifle by an experienced officer and strong Conservative such as Colonel Hughes, M.P. He analyzed and defended the terms of the contract with the Ross Rifle Company in detail; denied that the imports from the United States were manufactured parts of the rifle and described them as merely material for manufacture; defended the practice and operation of the rifle. It had been most unfairly treated. "I am responsible to some extent because, owing to the unjust criticism that was being made and the prejudice that was being created all over the country in order to injure the rifle, I thought it desirable that it should be issued, and it was issued, before it should have been. I wish to say now and at once that at the Camps this year I intend that the Ross rifle and the Ross rifle alone shall do all the target practice." Mr. W. B. Northrup (Cons.) followed in a critical consideration of the matter and on May 22nd Colonel S. Hughes (Cons.) defended the Minister and the Ross rifle in a lengthy speech while his Leader, Mr. R. L. Borden, took the ground that there had been no good and sufficient reason for abandoning the Lee-Enfield, criticized the original contract, and declared that there was no guarantee for an adequate supply of rifles in time of need. Col. Worthington's motion was voted down by 55 to 18.

In connection with the plan of Cold-storage establishment and facilities, provided for commercial and shipping purposes by Department of Agriculture subsidies, Sir F. Borden became the subject of certain Parliamentary charges and discussion. From correspondence submitted to the House it appeared that the Minister of Militia applied to the Department of Agriculture for the usual financial aid to a proposed Storage warehouse in St. John, under construction by a Company in which, it was now asserted, Sir F. Borden was personally interested, and of which the Secretary, L. S. Macoun, was his son-in-law. Mr. George McAvity, of St. John, was also connected with the concern and the matter came into public notice as the result of a rival Company entering the field and asking for a similar subsidy. The Hon. G. E. Foster presented the subject to the House on May 27, in an elaborate speech giving much correspondence between Ministers and the

Companies interested. Sir F. Borden's defence may be summed up in the following paragraph from his brief speech:

> Under the present arrangements, I am told, tens of thousands of barrels of apples will be taken to St. John in November or the early part of December, before the frosts become serious, and there stored to be shipped during the winter months. This is the interest and the only interest that I have in this Cold-storage establishment. I do not own one dollar of stock; I have never received one dollar of benefit. I never expect or intend to hold one dollar of stock; I never expect to receive one single dollar of benefit. I have done this in my position as a public man and a Minister because I thought I was doing right, and I do not fear the closest examination into what I have done.

Meanwhile, the Conservative Opposition was very energetic in debate and accusation and Resolution. Its members not only attacked the Departments of Government but proposed methods for the cure of alleged evils and the betterment of conditions so blackly painted. On Feb. 13th Mr. R. Blain moved that the Committee on Public Accounts be given "the greatest possible freedom of investigation," and that "any action of the majority of that Committee in excluding evidence or restricting inquiry should be subject to appeal to the House." He reviewed the Merwin sub-target gun affair, the Moncton lands scandal, the Quebec Bridge trouble and other cases of alleged excessive profits by middlemen, etc., declared the policy of the Government to be one of secrecy in its expenditures and of blocking inquiry in its Committees, and demanded full inquiry into such expenditures or expenses as he described. The Premier refused to accept the motion and stated that such appeals from a Committee to the House would be very inconvenient and that the Opposition already had the independent right to present these matters to the House apart from any action of the Committee. The following comment in reply by Mr. W. H. Bennett illustrates the character of many of these debates and the vigour of the Opposition statements: "There is no use in mincing words, most of the examinations conducted in that Committee are not along the lines of improper expenditures but of dishonest expenditures. It is in the interest not only of the public but of the Government that these expenditures should be fully and fairly inquired into. Instead of its being an honest attempt on the part of both sides to unearth wrongdoing and bring it to the light there has always been on the part of some members of the Committee a studied effort to suppress the truth." Other Conservatives specifically charged Liberal members of the Committee with obstructing inquiry and their press picked out three clever and rising Liberals—E. M. Macdonald, A. K. Maclean and F. B. Carvell—as the chief elements in the fight. Mr. Maclean, in speaking in this debate, declared that the matters at issue in the Committee turned mainly upon the relevancy or otherwise of certain questions asked. The motion was negatived by 103 to 49.

On Feb. 11 the House debated the Government's action in providing seed grain for the farmers in the North-West. Mr. R. S. Lake (Cons.) moved that the regulations as to payment should be amended by allowing three annual instalments instead of one payment a year hence. The Minister of the Interior (Mr. Oliver) described the regulations as in accordance with the wishes of the two Provincial Governments. "On this occasion by far the greater assistance to be given is to be given through the Provincial authorities, and they are responsible. It was, therefore, thought desirable that, in framing the regulations dealing with homesteaders, it would be well to make the regulations conform, as nearly as might be, to those that would be found necessary in dealing with the settlers who are occupants of purchased or patented lands. The Provincial Government having taken security, may find it necessary to look to the crop for its security in the first instance." The progress of the debate showed that the amount at stake between the three Governments concerned was $2,850,000 of which $585,000 was the Federal portion. The motion was defeated by 98 to 58. On Mch. 30 Mr. G. E. Foster moved that in future "all supplies purchased for the use of the various departments of the Government should be procured on the basis of public tender and contract, under the direction of a competent Purchasing Commission, and with regard, primarily, to quality and price."

After referring to the importance of the subject and the expenditure by Canada's Government of $1,217,000,000 of taxes since 1867 Mr. Foster made a speech which was analytical rather than partisan. He deprecated bureaucratic or antiquated methods of administration, described the employment of middlemen in matters of tender and contract as vicious, wasteful and indefensible, denounced the Patronage list through which supplies were purchased for the Departments, criticized the lack of uniformity in prices and cost of supplies for similar purposes at different points, or for similar vessels at different ports, and asked for a more stringent and independent audit. Sir Wilfrid Laurier, in his reply, congratulated Mr. Foster upon the manner and matter of his speech and took little exception to the principles laid down though he described certain conditions under which tenders could not well be called for. "We have a standing rule governing the expenditure of public money on public works, and that is that all contracts involving over $5,000 should only be given after public competition and tender, but any lesser contracts can be given in the judgment of the Minister. So with regard to the purchase of supplies, the principle of tender and contract should prevail, as a general rule, leaving a small latitude for minor expenditures, which must of necessity be left to the judgment of the men entrusted with the administration of the Department." As to the proposed Purchasing Commission he took exception to the

body as being independent of Parliamentary control and, therefore, impossible. Mr. R. L. Borden defended the proposal and Mr. Fielding, Minister of Finance, moved an amendment declaring that the purchases under discussion should be made subject to tender and contract "so far as possible" and under the direction of responsible Ministers. The debate continued at some length; the Conservatives bringing up various cases of alleged "graft" in supplies to the Departments. Mr. Fisher, Minister of Agriculture, contended that fully three-fourths of all Government purchases were now being made under tender and contract. The amendment was finally carried by 93 to 43.

Before this, on Mch. 10th, Mr. J. D. Reid (Cons.) had moved that "tenders received in any Department of Government should be immediately placed in safe custody under seal so as to prevent any possibility or suspicion of tampering and should be opened in public at the time and place mentioned in the advertisements and in the presence of at least three principal officials of the Department." The Resolution was negatived by 95 to 50 after the Prime Minister had promised a regulation enforcing the presence of more than one official at the opening of tenders but had intimated hesitation as to the adoption of any public system. Other Opposition proposals or critical Resolutions included a motion (1) by Mr. G. H. Perley, on Mch. 13, condemning public expenditure on works for private or partisan advantage; (2) by Mr. F. D. Monk, on Apl. 24, declaring that the time had come to cease paying a bonus of so much per head for immigrants; (3) by Mr. Haughton Lennox, on May 29, affirming that Ministers of the Crown should not be connected with Companies receiving contracts and subsidies from the Government; (4) by Mr. R. S. Lake, on July 8, declaring in amendment to the Lands Act that action should be taken to set aside a quantity of Western land for the support of Higher Education. These and others connected with the Civil Service Report, Western timber-land tenders, the Hodgins' charges, and the Elections Act, were all rejected by a normal Government majority. The one exception was the motion regarding Ministers and contracting Companies which the Premier accepted.

Some non-partisan legislation was discussed or passed. On Mch. 6 Mr. Lemieux, Minister of Labour, introduced a Co-Operative Act similar to that proposed in three previous Sessions by Mr. F. D. Monk. He intimated, briefly, that the measure was designed "to facilitate, if possible, the formation of societies of citizens to assist each other in agricultural, commercial and financial operations"; described Canada as behind other countries in this particular form of development and spoke of Great Britain with its 2,402,354 members of Co-Operative Societies having a turn-over, annually, of $500,000,000. After a speech of warm approval from Mr. Monk the measure passed through its different

stages. Vigorous outside opposition was expressed, however, by Retail Merchants' Associations and a delegation sent to Ottawa which protested strongly against the measure as calculated to destroy retail trade and to eliminate the individual from business. At a meeting of retailers in Toronto on Apl. 1st the Governor-General was severely criticized for supporting this movement and Parliament condemned for favouring the legislation. The largest delegation of the Session waited upon the Senate Banking Committee, on May 5th, after the Bill had gone to the Upper House and afterwards interviewed the Premier and Minister of Labour. The Senate Committee debates turned chiefly upon the question of Provincial or Federal powers in this connection and, finally, on July 10 it was decided to report against the passage of the Bill on the ground that it exceeded Federal rights. This action was endorsed by the Senate on July 15th. A yearly subject of controversy was raised anew by Mr. Aylesworth's Bill restraining the use of tobacco and cigarettes by young persons, and on Mch. 16 Mr. R. Blain moved an amendment, with an elaborate preamble, in favour of absolute prohibition of the importation, manufacture and sale of cigarettes. This and other amendments were rejected. The terms of sale were, however, made pretty stringent and in the Senate the age limit for boys to use tobacco was reduced from 18 to 16 years.

There were the usual discussions of Radial Railway rights of entrance to certain cities, and of Federal power to assent to the running of such lines over city streets as being railways under Dominion authority instead of being street railways under Provincial control as claimed by the Provinces. In connection with the Hamilton Radial Electric line a somewhat technical and legal discussion took place on Feb. 24 as to the preamble of its Bill which declared that owing to a crossing of the Grand Trunk Railway it had become a road "for the general advantage of Canada" and, therefore, subject to Federal control. This claim was vigorously opposed by Messrs. A. C. Macdonell and Edmund Bristol, of Toronto, as a direct contravention of the understanding that electric railways were under Provincial jurisdiction. Mr. Graham, Minister of Railways, took the view that electric railway development might easily become so considerable, so inter-Provincial and inter-national in its nature, as to necessitate Federal legislation and control; that in this particular case the Cities of Toronto and Hamilton had agreed upon the terms under which the Railway was to enter upon their respective streets; that the Bill gave to municipalities along the route complete control over the question of its entrance or otherwise; that this particular road was entitled to Federal legislation on account of its grading and rolling stock, its heavy expenditures and proposed terminals. The Minister of Justice had assured him that the legislation required could only be given by the Dominion Parliament. With some modifications the Bill was eventually passed.

A similar discussion took place over the Niagara, St. Catharines and Toronto Railway Bill asking for an extension of its powers so as to run from St. Catharines to Hamilton and thence to Toronto. In part a steam and in part an electric road it was claimed that this legislation might give it running rights over the streets of Toronto, and Messrs. Macdonell and Bristol again fought the measure in that connection. Strong ground was also taken against entrance to the city otherwise than by overhead bridge or subway. The Minister of Railways took the ground that the Railway Commission would protect Toronto in the matter of its crossings and that the specific legislation desired, when the Grand Trunk and Canadian Pacific were not so limited, would be unfair. He accepted and the House approved on Mch. 16 an amendment giving the cities concerned full control over the entrance or operation of the Railway upon their streets. A question of similar nature, in its municipal and Provincial complications, was raised by the Dominion Power Development Company bill which proposed to grant the incorporators certain powers of expropriation in Quebec and Ontario and the right to operate telegraph and telephone lines, and other privileges; making the Company, also, subject to Federal as well as Provincial jurisdiction and, according to its promoters, promising protection of municipal rights while, however, asking leave of application in certain cases to the Railway Commission. The Ontario and Quebec Governments objected to this legislation as an infringement of their rights and so did a large delegation from Municipalities in the two Provinces which waited upon the Private Bills Committee on July 2nd. A. Geoffrion, K.C., for the promoters, Thomas Mulvey, K.C., and R. G. Code for the Ontario Government, A. Globensky, K.C., for the Quebec Government, W. D. Lighthall, K.C., for the Municipalities as well as Mayor Bowlby of Brantford, Mayor Stevely of London, F. S. Spence and E. Bristol, M.P., of Toronto, A. F. MacLaren, M.P., for the Cities of Guelph and Stratford, addressed the Committee. Eventually the Bill was thrown out.

Through Resolutions presented on Feb. 25 by Mr. Oliver, Minister of the Interior, the House decided to grant "two adjoining quarter-sections of Dominion lands, available for homestead entry, to every volunteer who at the time of his enlistment for military service in South Africa under Her late Majesty, Queen Victoria, in 1899, 1900, 1901, or 1902, was resident or domiciled in Manitoba, or in the provisional Districts of Assiniboia, Saskatchewan or Alberta, or in the Yukon Territory." Various conditions were attached and the proposal aroused criticism only in so far as it was not made to include the volunteers from the other Provinces as well. It was pointed out in reply that Ontario and British Columbia had already granted certain lands and that it was not desirable to duplicate the gifts. In any case the Western Provinces did not control their lands and the Dominion Government had to

act for them in this matter. Members of such frequently opposite views as J. G. H. Bergeron, A. Lavergne, Col. S. Hughes, J. J. Hughes, F. D. Monk and W. A. Galliher endorsed the extension of the grants as did R. L. Borden for the Opposition generally. The latter took this ground: "So far as it is a matter concerning the people of Canada it is a Federal and not a Provincial matter. It was the Dominion which took charge of the sending of those volunteers to South Africa. It is quite true that the enlistment was perfectly voluntary, but when these men did volunteer they volunteered at the call of the Dominion, and not at the call of any of the Provinces. The Dominion sent those troops to fight for the British Empire and no Province sent any man of them. If there is to be any recognition it must be Federal recognition." Mr. Oliver charged some of these speakers with trying to make political capital for the coming elections. In due course the Resolutions passed and the measure became law.

This historic Session came to its close on July 20th when Sir Charles Fitzpatrick, Chief Justice and Deputy to the Governor-General, gave the Royal Assent to various Bills and read a long Speech from the Throne reviewing legislation and approving the general policy of the Government as presented to Parliament and accepted by that body. It is safe to say that the chief feature of this prolonged Session was the combination of "graft" charges and obstruction which the Opposition provided and upon which it was willing to stand before the country. On Feb. 17th the Toronto *Globe* asked in connection with the question of producing original documents: "What definite or important purpose is being effected by the obstruction which has paralyzed the energies of Parliament for the past two months?" Later on, during the Aylesworth Bill debates, the same question was asked many times by Liberal speakers and papers while the threat was frequently made that another Session, or another Parliament, would see a drastic measure for limiting the length of debate. In the Opposition fighting Hon. George E. Foster was foremost and his speeches the longest as well as the strongest. Mr. Borden, it was said by his friends, had rested somewhat and endeavoured to recover physical ground lost in his Western campaign of 1907 and to prepare for the coming elections. However that may be, he had the satisfaction of seeing three leading proposals made in his Halifax speech of the previous year adopted by the Government—Civil Service Reform, re-organization of the Railway Commission, and the placing of Telegraphs under control of the Railway Commission.

It may be interesting to note here that the membership of this particular Parliament was stated by a careful compiler to include 22 members of the Senate and 54 in the Commons born of French-Canadian parents; 19 in the Senate and 51 in the Commons born of Scotch parents; 18 in the Senate and 44 in the Commons born of Irish parents; 11 in the Senate and 31 in the Commons born

of English parents. Of the total membership 27 were born outside of Canada, 193 were Protestants and 107 were Roman Catholics. It may be added that the Government Leader in the Senate, the Hon. R. W. Scott, Secretary of State, was, late in the year, succeeded by the veteran politician, Sir Richard Cartwright; that the Opposition Leader in the Senate during 1908 was Hon. J. A. Lougheed, K.C.; that its Speaker was Hon. Raoul Dandurand, K.C., and that the Chief Committees were presided over as follows: Banking, Sir George Drummond; Orders, Hon. J. P. B. Casgrain; Divorce, Hon. J. N. Kirchhoffer; Internal Economy, Hon. R. Watson. In the Commons the Speaker was the Hon. R. F. Sutherland, K.C., while the principal Chairmen of Committees were as follows: Railways, Hugh Guthrie, K.C.; Public Accounts, A. H. Clarke; Banking and Commerce, H. H. Miller; Privileges and Elections, H. J. Logan; Private Bills, J. A. C. Ethier; Standing Orders, G. D. Grant; Agriculture, P. H. McKenzie.

The Aylesworth Elections Act

Passing from a general review of the Session to a consideration of its central incident of a political character, it may be stated that Mr. A. B. Aylesworth, Minister of Justice, moved the first reading of his Dominion Elections Act Amendment bill on Mch. 9th. In a few introductory words he said that there was no intention of improving the provisions of the law relating to electoral corruption and described present difficulties in that respect as administrative. "It would be difficult to suggest any wider definition of the things which constitute corrupt practices, or to prohibit them by any form of language of more general signification than that which is already to be found on the pages of the statute-book." His amendments, in a general way, related to certain "details in the carrying out of elections under the Statute." He proposed that (1) contributions to election funds must be made through the statutory agent of the candidate and the amount and source made public; that (2) companies or corporations should be forbidden to contribute to all such funds under heavy penalties; that (3) the English regulation be adopted as to the circulation of false statements regarding a candidate's character or personal conduct and the name of the printing office be attached to all handbills, etc., issued during an election contest; that (4) aliens be prohibited from any manner of interference in or with election contests; that (5) heavier penalties be imposed on any one tampering with a ballot after it is deposited in the ballot-box. A number of minor changes and improvements were mentioned and the Minister then referred to the pivotal point of his proposed legislation:

> Under the present system the voters' lists of the Province of Manitoba, of the Province of British Columbia, and the unorganized portions of the Provinces of Ontario and Quebec, are not prepared from the assessment rolls, are not prepared with reference to the property which the voter owns, and they do not show upon their face any particular place as the residence of each voter; the list contains merely the name

THE RIGHT HON. SIR CHARLES TUPPER, BART., G.C.M.G., C.B.

Appointed a member of the Imperial Privy Council, 1908.

of the voter and his post office address. In many ridings for Dominion purposes in those portions of the Dominion, there is not coincidence in territory between the riding for the purposes of the Provincial elections, and the purposes of the Dominion elections, or in the individual polling sub-divisions. A riding for Dominion purposes may contain portions of a dozen different polling sub-divisions, established for Provincial purposes and the officials conducting the Dominion elections have, of necessity, to transcribe from the general list to a special list, for the purpose of that poll, the names of the voters who properly ought to be assigned to the particular roll. I am incorporating, in the Bill I have prepared, a clause which will authorize that to be done.

Another element of prolonged controversy was the clause providing that no number or mark which the deputy-returning-officer or other official might put upon the back of a ballot should void that vote at the hands of the man who cast it. Mr. Aylesworth admitted this to be a radical departure from the ruling principle of the Act which involved secrecy at all costs; but thought that probably the great importance of obtaining a true expression of the popular will might be allowed to over-ride the objection. It may be stated here that certain proposals made in the Conservative measure introduced by Mr. G. O. Alcorn, on Jan. 22nd, were included in this Bill; others were not. In the omitted class was (1) the prohibition of wholesale bribery by public works; (2) the prohibition of Government officials and contractors from taking part in elections; (3) a provision to hold elections in all the constituencies on the same day. For some reason which does not appear the second reading of the Government Bill was not moved until the Session was near its end, when party feeling was inflamed by the approach of the general elections and Opposition sentiment, in particular, was violently stirred by the declarations of the Civil Service Commision and by the increasing opportunities for making party capital. There were all the elements of strife inherent in the measure—Provincial voters' lists and the faction fights connected with them (especially in Manitoba); the general distrust of parties in this connection, increased by current talk of corruption and the not-forgotten Ontario scandals of some years before; the change of Liberal policy from one of Provincial control over voters' lists to that of a partial Federal control; the limitation of this interference and change of policy to the three Conservative Provinces of Manitoba, British Columbia and Ontario.

On May 5th Mr. Aylesworth presented his proposals in official form and with an elaborate and able speech of explanation and defence. In view of the newspaper discussion which had been going on he limited himself largely to the first and most controversial portion of the Bill. To go into details as to this and other speeches would involve a history and record of Canadian franchise legislation and public practice, political influence and party attitudes in that connection, since Confederation. Especially would this be the case with regard to Manitoba around which the main issue of the fight was to turn and where Dominion influence in

elections, past, present, or prospective, rightly or wrongly, was bitterly and aggressively opposed by the existing Roblin Government and its Conservative supporters. Any revision of the lists by Dominion officials or under Dominion control was regarded, in these quarters, as an evil and a serious danger. In the Commons the Opposition had, of course, a natural sympathy with this view and was disposed to make the most of it. Hence the tension which early developed, which the Conservative press had been already promoting, and which the Minister's speech did not alleviate despite its argumentative and logical tone and the absence of partisan expression or bitterness.

Mr. R. L. Borden for the Opposition admitted the necessity of some reform in the election laws; supported the measure along such lines as had already been presented in successive Sessions by his supporter, Mr. G. O. Alcorn; opposed, instantly and strongly, Section 17 as taking away entirely the secrecy of the ballot; defended the Provincial voters' list and administration of the electoral law in Manitoba and quoted a paper opposed to the Roblin Government—the Winnipeg *Tribune* of Mch. 27—as strongly approving those lists; quoted many old-time statements by Sir Wilfrid Laurier in favour of the Federal adoption of Provincial voters' lists; declared the proposed changes to be entirely partisan and instigated by Liberal partisans in Manitoba; demanded proof of any electoral wrongs, franchise faults, or popular grievances, under the existing Lists in Manitoba or British Columbia. The ensuing speeches were full of technical detail and crowded with more or less dry arguments. On May 6th Mr. D. W. Bole (Lib.) sprang upon the House charges of fraud in respect of certain naturalization proceedings directed in 1907 by the Conservative organizer of Manitoba. Mr. A. C. Boyce (Cons.) followed with a narration of alleged Liberal frauds and corrupt Liberal acts in the unorganized regions of Northern Ontario during several years past. Mr. W. J. Roche (Cons.) gave a history of various acts of alleged corrupt interference by Federal officials in past Manitoba elections and produced proofs to show that Mr. Bole's informant as to the naturalization frauds in Winnipeg had served a period in gaol and had sold his alleged evidence to the Liberal party.

The debate continued on May 7 and 8 and on the latter date Mr. John Crawford (Lib.) claimed that under the Manitoba Government's existing scheme of registration some 8,000 electors of that Province had been disfranchised in the preceding year. Mr. F. D. Monk (Cons.) was explicit in his denunciation of the proposed legislation as intended to thwart public opinion and action in the coming elections. He claimed that in Quebec there was no unorganized territory. Mr. R. S. Lake (Cons.) denounced the intervention of Dominion officials in Western elections and described the present proposals as an outrage upon the people. On

May 11 the discussion continued and, on the 12th, Sir Wilfrid Laurier addressed the House. He dealt at once with the crucial point of Manitoba and its Provincial electoral law. "There are many on this side of the House who dread the effect of that law if it is to continue to be administered as it has been by officers appointed by our opponents, as will be the case if this Bill or some other Bill is not passed by this House. Those who oppose this Bill in this House at this moment dread it in anticipation; those who support it dread the effect of the existing law of Manitoba not in anticipation, but from past experience; and if we are to approach this question without any equivocation, but in justice between man and man, it reduces itself to this that you, gentlemen on the other side of the House, do not want to go before the country on electoral lists prepared by your opponents and we, on this side of the House, do not care to go to the country on electoral lists prepared by our opponents."

The Premier deprecated the threats of obstruction and the possible refusal of supplies by the Opposition and pointed out that, bitterly as the Liberals had fought the Conservative franchise of 1885, they had never thought of such an extreme course. He spoke of the serious nature of changing the 40-odd Provincial constituencies of Manitoba into 10 Dominion ridings and declared that under the existing system of Provincial appointment of registration clerks and creation of registration and revision districts the Manitoba Act was grossly unfair to the Liberal party. Finally, the Premier intimated that he and his colleagues were not absolutely wedded to the Bill and were prepared to accept amendments; that the Government was willing to try and devise a law acceptable to both sides with the lists "prepared altogether under Judicial authority." Those in Northern Ontario, he specifically stated, could be placed under the control of Judges. Upon the question of the ballot he said little but concluded with the statement that "we are prepared to amend the Bill so as to give effect to the secrecy of the ballot without stifling the voice of the people."

Mr. G. E. Foster followed in a vigorous and fighting speech. "If the House of Commons holds the purse-strings and can demand that grievances be remedied before it gives an appropriation we have the same right to consider a piece of ill-conceived and tyrannical legislation, when proposed, as being a grievance and to refuse Supply until the grievance has been removed." He quoted the precedent of the Liberals in 1896 when everything was held up pending the enforced dissolution of the House by lapse of time. "Why," he concluded, "should you single out these two young Provinces for this invidious legislation? It is demeaning, it is humiliating, it is insulting." Mr. R. L. Borden spoke again on the 13th, pointed out that in both Manitoba and British Columbia the County Court Judges were the final arbiters in the Provincial Lists; claimed that in neither Provincial Legislature had the

Liberals raised the issue of unfairness which was now given as the cause of this Dominion legislation; expressed doubt as to the terms and nature of the Premier's proposed modifications and stated he had received no personal assurances in regard to the matter; alleged that very real grievances existed in the Nova Scotia Lists which had been protested against in the Provincial Legislature and revision refused by the local Liberal Government and asked why these Lists were not to be taken over if those of two Conservative Provinces were to be so treated; stated that the Opposition thought the first Section of the Bill dealing with Federal Lists should be withdrawn altogether and the Ballot clause (No. 17) completely modified.

This latter intimation precipitated a distinct issue in Parliament and before the country. The feeling already aroused in Manitoba political circles was keen and bitter. On Mch. 23rd the Hon. R. Rogers, Provincial Minister of Public Works, had told a Winnipeg audience that the proposed amendments placed the control of the electoral lists in the two Provinces, and in unorganized districts, in the hands of Federal officials and enabled them to add or strike off names as they chose and that all ballots could, in practice, be so marked by the deputy-returning-officer as to afterwards identify the voter and the way he had voted. "I am free to say that if this Bill becomes law as it stands at the present time, the Liberals can elect every candidate within the borders of Manitoba. Is not that a serious state of affairs? Is there a man who knows anything about the sentiment of the country, or the conditions that exist, who does not know there is a strong feeling in favour of Conservatism in the Province of Manitoba at the present time? That is the only reason why our Liberal friends are resorting to the introduction of this measure." In a long press interview on Mch. 30 Mr. Rogers stated that he was leaving for Ottawa and that the issue in brief was one of fighting for public liberty or tamely submitting to political assassination. Mr. Premier Roblin, and Messrs. Campbell and Coldwell of his Government, addressed another Winnipeg meeting on Apl. 14 when a unanimous Resolution was passed denouncing the proposed changes in the Act as "iniquitous." Mr. Roblin declared this to be a scheme of Mr. Clifford Sifton's to "throttle the people of Manitoba" and to revert to the old-time Liberal franchise lists of the Province which it had cost the Conservative Legislature $30,000 to purge; as against present conditions under which, it was claimed, the people could register easily and vote freely and honestly. The Conservative press, generally, claimed that at least twenty seats would be affected and carried for the Government if the Bill was allowed to become law. In British Columbia the Hon. W. J. Bowser, Attorney-General, wired a vigorous protest on receipt of the Bill and told the press on Mch. 27 that it would render possible "all sorts of electoral crookedness" and cause, probably, a repeti-

tion of what Conservatives called the Red-line outrages perpetrated in Manitoba during the elections of 1904.

The statements of the leaders at Ottawa, on May 12, were taken by the Liberals, as a rule, to mean concession and by the Conservative press to imply a backdown. The time was critical, as the Session had been so greatly prolonged, and on this date the period for which Supply was granted had ceased. As May 15th was pay-day in the Civil Service, the need for money soon became acute and, in a few days, various Departments were actually without means to pay their employees. On the 13th a Conservative caucus was held and it was announced by the party press that the fight would go on and no supplies be granted unless the Government withdrew the obnoxious clauses of the measure. It was claimed that the Premier's promises were too vague to be satisfactory. The Liberal press contended that the Government had promised concessions, that it must not be bulldozed, that the Opposition must assume the onus of tying up the business of the country and embarrassing many hundreds of public servants. The *Globe* of May 14th put the issue as follows: "It is useless to continue fighting at present on the Election Bill; it must give place to a Supply Bill, and that must, until it is passed, have precedence over all other business so far as the rules of procedure will permit. Any yielding on this point now would be, on the part of the Government, betrayal of the trust committed to it by the people and connivance at a wanton assault on the integrity of the supreme institution of the nation."

The Government caucus on May 15th was stated to have decided upon a firm attitude and during that day a fair proportion of supplies (chiefly public works in Manitoba) were granted while in the Liberal papers the Opposition was charged with "holding up" the payments to Intercolonial Railway employees and the grants for necessary Militia expenditures. It was also claimed that the Opposition was trying to force a dissolution. The Premier of Manitoba and his Minister of Public Works reached Ottawa on the 18th and Mr. Rogers told the press that Sir Wilfrid Laurier's suggested compromise was not a real one. As to local conditions in his Province he said: "Let it be clearly understood that there is not one name on the Manitoba List to-day, nor can one name be placed on the lists at the coming revision, that has not or will not be placed there by the County Judges of the Province. No appointee of the Manitoba Government has power to add or to strike off one single, solitary name." Mr. Premier Roblin analyzed at length the electoral regulations and operation of the law in Manitoba and declared that his one-time opponents in the Local Legislature—Messrs. Greenway, Sifton and others—were now seeking at Ottawa to "punish and persecute their political opponents and the Province as a whole." Mr. H. B. Ames, M.P., wrote the Montreal *Star* at length on the 19th summarizing

the Conservative arguments with a declaration that the motive of the Bill was simply political control of two anti-Liberal Provinces.

Such was the situation when the Parliamentary debate was resumed on May 18th and Mr. J. E. Armstrong expressed the Opposition belief that it was their duty "to stay here till the snow flies, if necessary, to fight this Bill." The Minister of the Interior (Mr. Oliver) followed and, in closing his speech, stated that the Premier would produce to the House "an amendment that will give the re-adjustment and revision of the Lists in the Province of Manitoba into the hands of a Registration Board instead of the hands of the Lieutenant-Governor-in-Council"—practically the position claimed by Conservatives as already existing. On the following day the Conservative caucus considered the situation again and Messrs. Roblin and Rogers then met the Premier in private conference. There were all kinds of reports as to the result of this discussion but the general understanding was that a satisfactory conclusion had been reached. On the 20th peace reigned in Parliament for the moment and estimates totalling a million dollars were quietly passed. The Premier was said to have had difficulties with the Western Liberals as to the proposed settlement and the Winnipeg *Free Press* (May 21) was outspoken in its objection to such action. "Matters have drifted into the present serious situation through what we must term the weakness of Sir Wilfrid Laurier. It has been evident for the past two years that he has been dealing with an Opposition of irreconcilables and malignants, determined by obstruction and filibustering to make it impossible for a Liberal Government to carry on the country's business." Conferences between Mr. Borden and the Premier took place on May 20, May 23, and June 1st, when the proposed changes were fully gone into.

Nothing definite, however, became public and in the House the supplies passed slowly with Opposition charges that Western, and particularly Manitoba, Liberal influence was holding the Government back. Mr. Aylesworth told a meeting at Aurora on the 29th that "the majority must rule" in this matter and the Toronto *Globe* of the 30th declared that: "There can be no compromise now until the ill-conditioned band of obstructionists, who have striven during the whole of this Session to make Parliamentary government a farce, are brought to their senses and made to surrender unconditionally in the eyes of the whole country." Then came the Provincial elections in Ontario and Quebec and everything seemed to await the result although negotiations between the leaders were proceeding in a dilatory sort of way. Meantime, between May 5 and June 3rd, some nine millions of supplies were granted—a small proportion of what was really needed. Obstruction was charged against the Opposition both in the House and in the Liberal press and the party was, undoubtedly, playing a waiting and checking game during the negotiations.

Closure rules were freely demanded by the Liberal press. "If your wages are unpaid blame the Tories," said the Halifax *Chronicle* to Government employees everywhere. By June 11 about $25,000,000 had been granted and, three days before that date, Mr. Borden had intimated that the Opposition would accept an interim Supply Bill granting enough to last till July 1st.

During the next few weeks Parliament discussed other matters but on July 2nd the Elections Act debate was resumed and was notable for a speech of explanation by the Minister of Justice and the announcement of re-arrangements, changes, compromises, or whatever they might be termed, in the Bill itself. Mr. Aylesworth was explicit in denying the alleged influence of Mr. Clifford Sifton and in assuming full responsibility for the measure. "This Bill, as drawn, is my own handiwork. I prepared it with my own hand, I wrote out every word of it with my own pen, and I take the fullest responsibility for it; and I am prepared anywhere, any time, or in any place, to defend it as a measure of which the provisions are entirely proper and in the circumstances entirely just." After replying to various charges made against the Bill he promised certain modifications: (1) the placing of control over the Federal lists in Manitoba in the hands of the County Judges with power to arrange the polling sub-divisions, to assign the voters to their proper places, and to base this allocation upon the Provincial lists as prepared and revised under Provincial authority; (2) in the unorganized or Northern regions of Ontario a Committee of District Court Judges would constitute a Board of Registration in each riding with authority to appoint enumerators, hear appeals, revise the lists, and allocate the voters; (3) the unorganized regions in Quebec would be left to the Provincial authorities to regulate and the proposals of the Bill as to British Columbia would be abandoned. No change was made in the new Ballot clause and Mr. Aylesworth defended the Government's position in that respect at great length. He contended that the Provincial law in Ontario made ballots valid even when marked by a deputy-returning-officer; that this regulation removed from a dishonest deputy the temptation to destroy ballots by marking them; that it was practically impossible to prevent such an officer from in some way defacing a ballot if he had the desire to do so. Mr. Borden, in replying, turned his criticism chiefly upon the Northern Ontario clause. It was pure discrimination against that Province and "paltry, meddlesome, and pernicious in the last degree." The Premier's defence was that there were in those regions no regular lists and no municipal organizations. It was consequently necessary to create some kind of lists under definite authority.

In Committee the discussion continued on July 3rd, and 4th, and 14th, with many amendments moved by Opposition members and rejected by the Government majority. They embodied Con-

servative policy, maintained the position and endorsed the utterances made during these prolonged debates, as to secrecy of the ballot, Ontario unorganized districts, heavier penalties for bribery, prohibition of corrupt influence by contractors and the prevention of active efforts by Government officials in elections. The 3rd reading and final scene in this political drama occurred on July 16th. The speeches were brief and the Bill passed after Mr. Foster had moved an amendment, which was rejected by 99 to 60, and which proposed a fine or imprisonment for a Minister of the Crown or other person who offered public works to a constituency, or threatened to withhold such works, during an election. It can safely be said that the country was profoundly grateful for the close of this controversy. The Liberals, with certain exceptions, praised the Government for its magnanimity, the Conservatives congratulated Mr. Borden upon his splendid fight, the Manitoba *Free Press* expressed keen disappointment at the result, and it was understood that Mr. Sifton had been opposed to the final compromise.

Civil Service Commission Report and succeeding Legislation

This Commission, with its findings, was one of the most discussed events of the year in Canada. In Parliament, in the press, and in the general elections, it occupied a considerable place; in legislation it produced an important result. From May 9th, 1907, when the Commission—composed of J. M. Courtney, C.M.G., I.S.O., for many years Deputy Minister of Finance (Chairman), Thos. Fyshe, one-time General-Manager of the Merchants Bank of Canada, and P. J. Bazin, of Quebec—had been first constituted until Feb. 28th, 1908, when its Report was signed, the Commissioners were occupied in a close investigation of the Marine and Militia Departments with a passing glance at the others and a survey of the Civil Service as a whole. The Report was presented to Parliament by the Hon. Mr. Fielding on Mch. 28th and the inquiry had been officially authorized to include the following subjects: (1) General operation of the Civil Service Act; (2) Classification of the Service; (3) Salaries; (4) Temporary employment; (5) Technical employees; (6) Promotions; (7) Discipline, hours of service, etc.; (8) Efficiency and sufficiency of the Departmental staffs; and (9) Retiring allowances. In a general way the Commission was instructed to inquire into "any other matter relative to the Service" which in the opinion of the Commissioners required consideration and to include the outside Service as well as that of the capital. Full powers as to summoning witnesses and questions under oath were given and Mr. T. S. Howe was appointed Secretary.

Elaborate volumes were ultimately published giving the evidence in detail; the Director of Census and Statistics (Dr. Archibald Blue) provided careful tables showing the great increase in the cost of living between 1892 and 1906—averaging from 15 to 20 per cent. as compared with salaries in some Departments which

showed an actual decrease and in others ranged from 4 per cent. to 10 per cent. increase with one at 14 per cent.; the Board of Civil Service Examiners (Dr. John Thorburn, Dr. A. D. DeCelles, Dr. J. C. Glashan) was carefully examined, as were the Deputy Ministers of the various Departments; many voluntary statements were received and meetings held in Montreal, Quebec and Toronto, while 218 officers of all grades and sections in the Service were examined.

In the Report as finally submitted the Commissioners first dealt with general considerations. They declared the existing Civil Service Act to be too long and involved; thought that Private Secretaries to Ministers should not be retained on the staff after the retirement of their Chiefs; dealt in detail with many specific subjects and proclaimed their belief that the present Act, as a whole, should be repealed. There was said in the working of the Civil Service to be "a constant attempt to evade the examinations"; patronage seemed "to run more or less through every Department"; promotions were few and transference from one district to another in the outer Service was rare; ambition to rise was being largely checked and individual work was deteriorating; the higher posts were being filled by political patronage. Uniform classification was said to have failed and to be practically disregarded; salaries upon the whole were too low and increases based upon individual merit were recommended; promotions were said to be seldom made from considerations of merit and it was urged that the whole system of political favouritism and patronage should be abolished. Many officials and appointees of this kind were said to be not amenable to discipline. Regret was expressed at the repeal of the Superannuation Act which, it was declared, should be re-enacted with provisions for the support of the widows and orphans of deceased civil servants. An Act along this line was drafted and appended to the Report.

The question of efficiency was dealt with at length. In the outside Service the Commissioners found that, as a rule, "politics enter into every appointment and politicians on the spot interest themselves not only in the appointments but in the subsequent promotions of officers." It was declared that the officials of this branch of the public service were "without hope and the majority of them in dire need." The ordinary or inside Service of the Departments of Agriculture, Customs, Railways and Canals, Interior and Public Works were not reported upon at any length or carefully investigated. As to the Post Office Department credit was given Sir William Mulock for placing it upon a business basis, a larger remuneration was recommended for Inspectors and Railway mail clerks, local conciliation in the appointment of officials was deprecated and evasions of the Examination clause condemned. Then came the sensational feature of the Report—the pivotal point of public interest. Messrs. Fyshe and Bazin had devoted

much time to the Marine and Fisheries Department and this portion of the document was stated to be their own statement. Preliminary to their conclusions was a description of the 30,000 correspondence-fyles then in existence, the continued swamping of the Department with letters running from an average of 100 to 120 a day, the impossibility of keeping up with or thoroughly dealing with correspondence under the prevailing system, the absence of effective or complete inspection, the inevitable ignorance of the Deputy Minister as to much of what passed through his hands or received his signature. "It is practically impossible to fix the responsibility on anybody. The Deputy is supposed to shoulder responsibility for everything as his signature shows; but that means that he speaks for 'the Department' and 'the Department,' like the King, can do no wrong. There seems to be a huge redundancy of work which proceeds in a slumbering, haphazard way, giving rise to constant blundering and confusion. There is no visible sign of a single directing head, or an intelligent purpose, unless it be that of spending as much money as possible. Zeal for economy, and good management, or pride in the work, is not visible. Perfunctory and mechanical discharge of duties is the rule, with apparently no perception of any need for improvement."

The result of months of work by overpaid experts had shewn little but books improved in respect to mechanical form. "There is not only a lack of efficient organization and method in the Department. There would also seem to be a lack of conscience. In connection with the enormous expenditures which are deemed necessary the word 'discount' never appears. It is tacitly assumed that there is no such thing; but the whole commercial world knows otherwise. If no one gets any benefit from trade with the Government except the trader, then it must be clear that in these great purchases made for the Government without discount, its officers must be assisting the trader to get better prices from the Government than he can get anywhere else; for everywhere else he has to give discount. In other words some of the Government's officers are serving two masters and apparently succeeding with both—Scripture notwithstanding." The creation, character, and management of the Lighthouse Board were gravely censured as having increased the tendency to extravagance and waste. Finally:

> Your Commissioners have to confess that the general conclusions which they have formed regarding the administration of the Department are most unfavourable. It seems to have few redeeming features; although there are some, one of which is the presence in the Department of some good men, chiefly, but not wholly in the lower ranks. With a better organization and a better method these might form the nucleus of a good staff. The trouble is not of recent origin, but has been long continued and is the result of evil methods and practices persisted in for many years. Organization, discipline, zeal for the public service, and regard for economy are all conspicuous by their absence. Money is wasted in small things as in great, because no one seems to have any

motive to do otherwise. While there is no real punishment for the most outrageous blundering or the most incompetent service, there is at the same time absolutely no means for the discovery of merit and the promotion of talent. It seems to have been the same under all Administrations, and Government departments, like private corporations and private individuals, having once acquired a distinctive character, find it impossible to change it by any impulse from within.

The Commissioners then turned to the Department of Militia and Defence which they censured quite freely for alleged extravagance. This part of the Report, as well as certain strictures upon the fiscal policy of the country and a somewhat undue stress laid upon the increased cost of living in Canada, may fairly be said to have the appearance of exceeding the mandate given. The following were the summarized conclusions as to Militia affairs: "Your Commissioners have to point out that the expenditure has grown in a little over four years from $3,500,000 to $6,500,000; that the Permanent and Headquarters Staff have increased to the number of about 220; that in addition to the general system of high pay the favoured men of the Militia service of Canada draw pensions not only for themselves but for their wives and children; that the Staff is sufficient for a corps of 100,000 men, according to the evidence submitted; that the Permanent Corps are under 3,000 men; that the desertions have been one in three; that the number of Militia trained in the annual camps is about 40,000 men; that according to the evidence of Major-General Lake the men attached to the rural battalions have no drill except at the annual camps, and it is arguable whether the city corps are as efficient as they were some years ago; that while only 40,000 men come out for drill of ages from 18 to 50, yet compared with the population of over a million men in Canada between the ages of 20 and 40, the proportion seems small."

It is difficult in a necessarily restricted narrative such as this to give an idea of the sensation, and interest, and discussion, aroused by this Report. Its submission in typewritten form to the Commons was at once followed by a brief speech from Hon. L. P. Brodeur, Minister of Marine and Fisheries. He claimed that while officials of his Department were practically charged with dishonesty, no names were given, nor "any clear or specific charge" upon which he, as Minister, could act. Two illustrations of alleged corrupt practice were quoted from the Report and proof adduced to show that the charges were baseless. Mr. Brodeur concluded as follows: "While I am aware that some of the officers have been open to censure for the manner in which they have discharged their duties, I have never had any evidence to establish dishonesty on their part. The accusation of the Commissioners, while general and indefinite, is of such a character as to reflect on the integrity of the officials generally. For the protection of the public interest and in fairness to the officials, it is necessary that further inquiry should be made into the accusation

and I propose to take, without any further delay, the necessary steps to that end." Opposition speakers followed and revived the Merwin and other charges, objected to the proposal to appoint another Commission and declared that the present one should be asked to continue and complete its investigations, demanded that the inquiry be pressed in other Departments as well and criticized the Minister for denouncing a Commission appointed by his own Government. There was for some days no review of the Report as a whole on either side of the House; only the references to the Marine Department were discussed on Mch. 26 and 30th. On April 1st it was announced that Mr. Justice Cassels of the Exchequer Court had been appointed to investigate the allegations made in this connection and that, meanwhile, three leading officials of the Department had been suspended.

The Militia part of the Report was dealt with by Sir Frederick Borden in the House on July 9. He compared the recent Commission's work with that of the one appointed in 1892—greatly to the credit of the latter; complained that the Departments were treated differently and his own singled out for criticism; thought Mr. Courtney's 30 years' connection with the Civil Service had probably developed many prejudices and perhaps left old grudges; denounced the Commissioners for dealing as they did with the technical work of his Department—especially as they were "notoriously, absolutely and utterly ignorant of the first principles which govern military matters." The Minister then presented to the House an elaborate statement in defence of the Militia Department, prepared by Major-General P. H. N. Lake, C.B., C.M.G., Inspector-General, and taking up the various aspersions upon Militia policy and conditions which have been summarized above. Many details of administration and expenditure were entered into and conditions analyzed. Dr. Sproule, and other Opposition speakers, followed in a criticism of the Minister for thus attacking a Government-appointed Commission.

Meanwhile, during these three months or so, the Opposition press had, very naturally, made the most of the general situation —especially of the charges against the Marine Department. The Toronto *News* (Mch. 27) declared that: "All over this country little groups of partisans meet from week to week in order to determine who shall be appointed to do the public business of Canada. The system is grotesque in its absurdity and infinitely injurious to public morals and the efficiency of the public administration. It is assumed by those who have inside knowledge that by reasonable and practicable economies $10,000,000, which are now wasted on partisan jobs and partisan favourites, could be saved to the Treasury every year." The *Mail and Empire* described conditions as shocking and the spoils system as now firmly established by the Laurier Government. The Ottawa *Citizen* (Mch. 28) stated that: "In Ottawa the general conditions have been known, in a general

way, for some years past, but it would require the authoritative pronouncement of a Commission appointed by the Laurier Government itself to convince outsiders that such a state of corruption and administrative chaos could exist. Those who are best informed know that the report of the Commissioners is almost reserved and conservative." The Victoria *Colonist* declared that few Governments had ever faced "such a terrible indictment of their methods of conducting public business."

As to the Liberal papers the tendency was to blame Mr. Brodeur's predecessors for existing deficiencies, old-time Conservative appointments in the Department for lax methods of management, the easy-going treatment of inherited difficulties for present faults. Reports of the Minister's intended resignation were denied, Conservative demands for his retirement were laughed at, the Toronto *Globe* (Mch. 28) declared that these conditions had before this been partially suspected: "The *personnel* of the Commission was indubitable evidence that a comfortable, soothing report was not what the Government contemplated. Something was wanted that would be useful in bringing about reforms which were seen to be necessary in the public offices. Mr. Brodeur's own view of the situation is amply evidenced by his appointment some time ago of a staff of accountants to simplify and harmonize the book-keeping methods in a more than usually complicated Department. The Report of the Commissioners has impelled him to go farther." The Halifax *Chronicle* described the Report as "exhaustive and in some respects illuminative" and as appealing, despite some uncalled-for strictures, to the sober judgment of the country. The London *Advertiser* declared that only an honest Government, anxious to improve the Civil Service, could have authorized so sweeping an investigation and Report.

In the Commons, on May 26th, the Hon. G. E. Foster moved a Resolution declaring that: "The Civil Service system of Canada should be based on merit and character alone, and all the appointments thereto should be made from candidates whose competency has been established through open competitive examinations conducted under a non-partisan Civil Service Commission." His speech dealt at length with the non-partisan Civil Service of Great Britain and its rich results, its history and general character, its many lessons for Canada; reviewed the United States system, its struggles, corruptions, and reforms; described Canada as making little or no progress in the condition of its Service; approved the chief conclusions and criticisms of the recent Commission; denounced the patronage system and political influence in appointments; proclaimed the necessity and enormous value of a trained, independent, self-respecting Civil Service based on merit, freedom, and individual manliness. The Hon. W. S. Fielding followed and described the partisan evil as unduly magnified, defended the practical workings of the Patronage Committees in

the constituencies, and described the motion as an abstract and unnecessary one in view of the concrete reality to be shortly presented to the House in a Government measure dealing with the Civil Service. Mr. R. L. Borden urged reform in the system and supported the motion; Sir Wilfrid Laurier approved its principles but deprecated its present appearance. The motion was rejected by 72 votes to 30.

A Government measure for the reform of Civil Service conditions was introduced in the Commons on June 17th by Mr. Fisher, Minister of Agriculture, in the following terms: "Probably the most important reform provided in this Bill is the establishment of an independent Civil Service Commission. The Commission shall control the examinations for entrance into the Service, also give such certificates as may be required with regard to promotions, increases of salary, and the improvement of the status of the employees. The Commission will control the examinations, and make all necessary arrangements for the carrying out of the work—all of course subject to the approval of the Governor-General-in-Council. The Commission is to be composed of two members with the status, salary and tenure of a Deputy Minister. The Commission will recommend the necessary staff required for the carrying out of the work. The second important reform is that entrance to the Civil Service shall be open to competitive examination. At present entrance to the Civil Service is open to those who have passed the qualifying examination. That examination, however, does not entitle any one to entrance. It simply gives the opportunity of entering and the choice is left entirely to the judgment of the nominating power. But under this Bill the entrance will be by open competitive examination, and the nominations to the Service will be in order of merit, under the control of the Commission." Only the inside or Ottawa Service was to be under the present control of the Commission. The classification was to be changed and was briefly defined in the Minister's remarks; the Bill was not to be a repeal of the existing Act but an amendment in certain particulars; authority was to be taken to bring the outside Service, or parts of it, under the new Bill by Order-in-Council when or if desired. No reference was made to partisanship in the Service or to pension proposals of any kind.

Mr. R. L. Borden approved the three chief reforms of the measure and claimed that they were in the main planks of his own party platform. A fuller discussion took place on June 25 when the 2nd reading was moved by Mr. Fisher in an elaborate speech reviewing similar legislation in other countries and the details of the present measure. Mr. Borden criticized the Commission as not being really independent; its members holding office during the pleasure of the Government and not during good behaviour. He wanted the outside Service brought at once under the operation of the Act and the evils of the Patronage system eliminated

by law; he regretted the absence of a clause increasing salaries in accordance with the recent Report; he demanded a re-organization of the Departments and a fair system of superannuation. During the ensuing discussions some changes were made and one of considerable importance was that rendering the status of the Commission permanent, as with the Auditor-General and the Judges, and the Commissioners irremovable by ordinary Government action. The initiative in this matter came from the Opposition; Mr. Fisher accepted it with readiness. A third division of the Service was instituted to include copyists, type-writers and other routine workers (largely women) who were not to be eligible for promotion to the other divisions. A clause was inserted forbidding efforts to influence Commissioners on behalf of individual members of the Service. Upon further suggestion from Mr. Borden the Commissioners were authorized to inspect Departments and given powers similar to those granted Judge Cassels in his special work. Mr. Foster proposed that one of the Commissioners should be a Conservative and one a Liberal but this the Government would not consider and some Conservatives also opposed it. The employees of the Senate and Commons were exempted from the control of the Commission and civil servants were forbidden to participate in election campaigns. On Sept. 1st the Act came into operation and Prof. Adam Shortt of Queen's University, Kingston, and Mr. M. G. LaRochelle, a well-known lawyer of Montreal, were appointed Civil Service Commissioners under the clause by which one was to be an English and the other a French-Canadian. Mr. William Foran, of Ottawa, was appointed Secretary.

Department of Marine under Investigation and Attack

From the beginning of the Parliamentary Session of 1908 and right through its stormy proceedings the Minister of Marine and Fisheries, his Department and its expenditure, his officials and their alleged misdeeds, were the objects of aggressive Opposition attack. They were constantly before the country through the Report of the Courtney Commission and the work of the Cassels' Commission. Personally popular and respected as he was Mr. Brodeur had to bear the burden of many administrative defects which were admittedly in existence when he assumed office in 1906; equally certain was the fact that no change in methods had taken place during the two succeeding years although an effort had been made to reform the system of book-keeping. It must be said, also, in view of the events of this year that Mr. Brodeur had been much away from Ottawa and that his attendance at the Colonial Conference and his work in connection with the French Treaty were factors in this respect. So, too, with his duties as Liberal party leader in the Montreal district and his energetic work in improving the St. Lawrence waterway and navigation.

The first attack of the Session was on Jan. 14th when the

Minister's personal expenses of $6,700 during his 6 months in Europe at the Colonial Conference and in France were criticized. A prolonged discussion took place on Feb. 27 and succeeding days in connection with supplies for his Department. Charges were made or renewed as to officials and contractors receiving "rake-offs"—the cases of Merwin and Brooks being dealt with over and over again. Mr. Foster, at one point in an angry debate, described the question as being whether the Minister should have any supplies at all granted his Department. Information was asked for and not given as promptly or in the form the Opposition desired and obstruction was plainly threatened and practised. The book-keeping matter, and the bringing of a New York accountant (originally a Canadian) to reform conditions in that respect, at the somewhat lavish expenditure of $42,000, was criticized and denounced. Dr. Sproule (Cons.) went so far as to declare the Department "absolutely rotten" and Mr. W. H. Bennett made much of the expenses of the Georgian Bay Fisheries Commissioner who, upon one occasion, drew $5.00 a day for expenses at a country hotel.

On Feb. 29 Mr. Brodeur explained his efforts to improve the Departmental system of book-keeping, dealt with the employment of Mr. Kenneth Falconer and described the expert accounting services which he had rendered. Mr. Duncan Ross, of Yale, B.C., a little later, produced an angry situation by declaring that the Conservative attacks upon the Minister were made because he happened to be a French-Canadian. The charges about the *Arctic* and expenses of the Bernier expedition to Hudson's Bay, were again threshed out and for 57 hours the House sat in continuous session without supplies being voted and then only adjourned because of the approach of Sunday. The Ministerial leaders had been moderate and inclined to compromise; but the Opposition, led by Mr. Foster, wanted certain papers respecting Mr. Falconer and the book-keeping affair and would allow nothing to be done until they were produced. It was a trial of endurance and in the end (Mch. 2nd) the return was presented to the House.

Mr. Falconer was examined before the Public Accounts Committee on Mch. 18th and 20th as to his relations with the Marine Department. In several cases he refused to answer questions but the facts were pretty well brought out. W. B. Richards of the New York firm which employed Mr. Falconer testified as to the terms under which the work was done and, incidentally, stated that the Department was in a bad condition. "We found that goods had been bought and paid for which were never received; that inferior goods had been accepted for which the highest prices had been paid, and that Government stores were exposed to damage by weather and left so unguarded that they could be stolen with impunity." Then came the Report of the Courtney Commission, appointed to inquire into the Civil Service, and its severe strictures

upon the Marine Department produced a new crop of rumours as to Mr. Brodeur's retirement. These, however, he repudiated and the Toronto *Globe,* semi-officially, stated on Mch. 28th that: "Mr. Brodeur has no intention of resigning and he has the warm support of all his colleagues in the Government in the efforts he is now making to remedy the recognized defects in the organization and administration of the Department inherited from his predecessors in office." Meanwhile, the suspensions of A. W. Owen, Chief Clerk, J. U. Gregory, Agent at Quebec, and J. F. Fraser, Commissioner of Lights, together with the coming retirement of F. Gourdeau, for many years Deputy Minister of the Department, had been announced. On Apl. 1st the Prime Minister referred to the Civil Service Commissioners' recent Report and its "very grave statements" regarding the Marine officials. "The matter is of such serious character that the Minister did not think it advisable for him to deal with that part of the Report but he has thought it advisable to recommend that a Royal Commission should be issued to deal with that part of the Report of the Commissioners, in order to have the state of facts which they say exists in the Department properly investigated. It has pleased the Administrator of the Government to accede to this view and to appoint as Commissioner Mr. Walter Cassels, Judge of the Exchequer Court of Canada."

On the following day Judge Cassels accepted the duties assigned him but only under specific conditions which he indicated in a letter to Sir Wilfrid Laurier. There should be no financial consideration for himself beyond the regular salary of his Judicial office, the duties of his own position should not be allowed to suffer from his necessary work as Commissioner, and his appointment was to emanate from Parliament and not the Government alone. The Order-in-Council had, meantime, been issued upon the stated request of Mr. Brodeur, appointing Judge Cassels "to investigate and report" upon the statements, made in the Report of the Civil Service Commission, "reflecting upon the integrity of the officials of the Department of Marine and Fisheries or any of them." The subject was, of course, much debated in Parliament. On Apl. 3rd Mr. R. L. Borden expressed approval of Judge Cassels' selection from the standpoint of capacity and suitability. "That leaves wide open the question whether men occupying Judicial positions should be selected to make inquiries of this kind; and it also leaves wide open the question whether or not there is any reason on account of which this Government, after a Report has been made to them by men selected by themselves, should appoint another gentleman, however eminent, to investigate, in effect, the Commissioners who have just now made that Report." The Premier in reply declared that the late Commission by not giving names, or defining its charges, had practically declined to make further investigation. "We have asked Mr. Justice Cassels to

make a thorough and impartial investigation which will give to the people of this country the true condition of things without fear or favour and which will disclose the whole truth, no matter what the truth may be."

During the ensuing month the Public Accounts Committee went further into its investigation of Departmental matters and under date of Apl. 20th Mr. W. D. Lighthall, K.C., of Montreal, wrote the press a careful and vigorous defence of the Minister against what he described as a slanderous campaign. "In Montreal not only is his absolute honesty proverbial, but he has won golden opinions for his re-organization of the Harbour Commission. He has been known for a score of years to the younger men of the city, both French and English, as an eloquent supporter of every beneficial public movement and a political leader of stainless record." On Apl. 28 Mr. Borden brought up the subject of the Cassels Commission in the House. He said that all the information now sought by the Government might have been obtained from the preceding Commission which had made so exhaustive an inquiry; declared that the present Commission was very limited in its powers and scope and asked why Messrs. G. H. Watson, K.C., of Toronto, and J. L. Perron, K.C., of Montreal, should have been retained to assist Judge Cassels. "The Department of Marine and Fisheries is on trial in respect to its administration of public affairs within the jurisdiction of that Department; the Government on well-known constitutional principles is also on trial because its fate is, to a greater or lesser extent, involved in the result of the investigation; and two gentlemen, both of whom are very prominent Liberals, have been appointed to assist Mr. Justice Cassels in that investigation." In 1901, he added, the Conservative Government had appointed two Liberal lawyers in a similar connection. He was sorry that the Courtney Commission had not been freshly instructed to investigate every Ottawa Department.

Mr. Fielding in reply stated that Judge Cassels' duty was simply "to inquire into certain matters as to which the (previous) Commissioners seem to have failed to prosecute their investigation to the end." Upon another point he was explicit: "So far as the Minister of Marine and Fisheries is concerned, let it be stated clearly and beyond all question, that there is not a line in the Report of the Civil Service Commission which even in the most shadowy way reflects upon the integrity, the honour, or the independence of the Minister of Marine and Fisheries (Mr. Brodeur)." Mr. Foster described the appointment of the new Commission as practically an attack upon the preceding one, as a review of its charges, as a Government appeal from its conclusions. As to the late Commissioners the Minister of Justice (Mr. Aylesworth) said: "They were appointed to inquire into the operation of the Civil Service Act; they were not appointed to

inquire into the administration of the general Departments of the Government service." He eulogized Mr. Justice Cassels as, indeed, did all the speakers on either side. A further debate was precipitated by Mr. Borden, in moving the following Resolution on Apl. 30:

> That the investigation conducted by the Civil Service Commission was confessedly partial and incomplete; that the proposed inquiry before Mr. Justice Cassels is unsatisfactory and insufficient inasmuch as it relates to only one paragraph of the Report of that Commission and touches but a portion of the administration of one Department; that this House regrets the deplorable extravagance, waste, inefficiency and mal-administration revealed by that Report and declares that immediate steps should be taken to reform and redress the same; that the public interest imperatively demands the appointment of an independent Commission with full powers to make a thorough and searching investigation into the several Departments of the public service.

In an elaborate speech Mr. Borden described the new Commission as a Coroner's jury, examining a defunct body, with functions altogether too narrow and restricted. Sir Wilfrid Laurier, in his reply, dealt with the ethics of the legal profession and declared Messrs. Watson and Perron could not but leave their politics behind them when in the Court-room. Hardly any reference was made to the Marine Department but the general question of Civil Service reform was referred to at length. Mr. Foster followed in an aggressive speech and then Mr. Brodeur strongly defended his Department. He stated that most of his higher officials were appointees of the late Government; declared that if he were given time the mistakes of past administrators would be corrected; quoted proofs as to the great improvements in St. Lawrence navigation during his tenure of office; disclaimed responsibility for inherited conditions; stated that since his appointment and when in the country he had worked 15 hours a day trying to get things into better shape. After further debate Mr. Borden's Resolution was rejected by 99 to 48.

Mr. Justice Cassels opened his inquiry at Ottawa on May 2nd with Messrs. Watson and Perron as Counsel assisting the investigation—under instructions from the Minister of Justice to "bring before the Commissioner all such evidence as may be requisite to make the inquiry thorough and the Report complete." Messrs. Fyshe and Bazin were called as to names and definite charges. They stood by their statements regarding Marine Department officials but they were not detectives, Mr. Fyshe remarked, and they would not go beyond the terms of their Report. The latter added that the words "lack of conscience" were not intended to refer to the Minister himself. The hearing was continued on May 11th and 12th and various officials of the Department examined at length. It was then stated that judicial duties would prevent the Commissioner from proceeding with his inquiry for another month or more. In the House, on May 14, Mr. Borden

asked the Government why its pledge of sufficient Court assistance to leave the hands of the Commissioner free had not been kept. The Premier replied that this was a matter of legislation and that the Bill was before the House but that the deliberate obstruction of the Opposition in other matters had prevented its passage.

On May 18th it was announced that the Minister of Marine had instituted a new system of purchasing Departmental supplies and had appointed Mr. Cecil Doutre, an efficient official, as General-Purchasing-Agent with a central office where prices paid for all supplies could be kept track of and regulated on a systematic basis. Prior to this, on the 1st and 4th, Parliament had debated alleged excessive prices paid by the Department to favoured contractors for fire extinguishers used on some of the Government steamers. The Cassels' Commission resumed its inquiry in the middle of June and sensational evidence was produced as to the purchase of diaphones at $4,600 each which would cost about $400 to make and which involved a total Departmental expenditure of $500,000. The Auditor-General (Mr. John Fraser) testified that he could not rely on the vouchers presented by many of the leading Department officials and Colonel Gourdeau, Commander Spain and J. F. Fraser were named in his evidence. He also dealt with the high prices often paid and protested against by himself. These officials and others testified in defence. Colonel Gourdeau, the late Deputy Minister, declared that in the past three years the country had lost $200,000 as a result of the Patronage system operating in this Department. W. H. Noble, Assistant Commissioner of Lights, said that he had been forced by his immediate superior to certify accounts under threat of dismissal and, on June 18th, adjournment took place until September 2nd when sittings were to be held in Montreal. The Conservative press declared that this postponement was due to proper assistance not being given Judge Cassels in the Exchequer Court and with a view to holding the inquiry over the general elections—which took place in October.

In Montreal leading merchants, shippers and business men were examined and, upon the whole, nothing irregular or improper was brought out. Mr. Hugh A. Allan, in particular, vigorously defended the Lighthouse Board from the aspersions of the late Commission and in his testimony described its criticisms as "contemptible." At Quebec the hearing opened on Nov. 5th with clear evidence of large commissions received by Government officials from contractors, dealers, etc., the amounts being added to the Government price or else taking the form of gifts, or indefinite "loans," or bonuses, from the retailer to the official. The Toronto *Globe's* report of the evidence there described it as "startling" and as indicating an urgent necessity for purging the Service. Mr. Watson, K.C., described the system in Quebec as one of "bribery, corruption and boodling." On Nov. 7th the Minister

suspended 28 Quebec employees of the Department and three days before Mr. Brodeur had sent the following instructions to his Deputy Minister: "Please issue instructions that the Patronage fyles and lists of firms which have been recommended to the Department from time to time are to be disregarded in future and draft instructions, accordingly, for the guidance of the purchasing agent." The succeeding inquiry at St. John and Halifax, toward the close of the year, also showed proofs of the Patronage evil and of commissions and possible rake-offs by local dealers or officials. The Marine Agent in St. John, F. J. Harding, was charged, in evidence, with accepting loans from contractors and was subsequently suspended. At Halifax statements were made as to the sale of goods to the Department in wholesale quantities at retail prices plus an additional profit. One contractor declared that the Government had to pay for the "hard times." The closing Sessions of the Commission were held at Ottawa in the middle of December. On the 24th the last sitting occurred after 270 witnesses had been examined in the various centres referred to.

Besides the Marine Department's announced abolition of its Patronage List, and without awaiting Judge Cassels' Report in the ensuing year, several important changes followed this investigation. Mr. Graham, Minister of Railways, announced on Dec. 8th that in future public advertisements would take the place of tenders on the Intercolonial; Mr. Pugsley, Minister of Public Works, on Nov. 23rd, told a gathering at St. John that he had decided to abolish all Patronage lists in his Department; the Toronto *Globe,* on Nov. 25, demanded a law similar to that of Great Britain which made the acceptance of a secret commission by any person purchasing goods, or superintending work, on behalf of another, a criminal offence. A non-political view of this inquiry and of surrounding conditions was summarized by the Montreal *Standard* on Dec. 5th as follows: "The friends of the present Government point with pride to its present action in the premises. It has received a fresh mandate from the people. It is entrenched in power. It might, if it chose, ignore conditions which show that petty graft has been systematized in the great spending Departments. On the contrary, fresh from the people, it undertakes a searching investigation. It suspends officials. It pursues the inquiry from point to point. And certainly this is meritorious! The public did not, by their votes, demand any reform in the Civil Service. The electorate expressed no moral indignation at the polls." Another non-party paper, the Toronto *Sun* (Nov. 11) urged the Minister's retirement.

The Liberal view was that Mr. Brodeur had inherited much that was evil in his Department, had done much to clean it up, and would do still more. "Let Mr. Brodeur finish his work and let it be fearlessly and thoroughly done," said the Montreal *Witness.* The Montreal Harbour Commissioners entertained the Minister

on Oct. 3rd and the speeches gave him great credit and deserved praise for making that body strictly non-partisan and national in its character. In his reply he announced a vigorous policy of further improvements in the St. Lawrence waterway. The Opposition view was emphatic. Through the Toronto *News,* the *Mail and Empire,* and other papers, it demanded Mr. Brodeur's resignation; the Montreal *Star* urged the extension of the inquiry to all Departments. Meantime, also, Liberal papers such as the Toronto *Globe* and the Halifax *Chronicle* advocated the adoption of rules of closure in the new Parliament which would prevent the prolonged debates which had occurred during 1908 in this special connection.

Transcontinental Railway Construction and the Hodgins' Charges

An extraordinary political incident of the year was the making of certain charges as to over-classification and waste in the construction of the Transcontinental Railway, by Major A. E. Hodgins, C.E., who, after service in the South African war, had been for some time District Engineer in charge of a 400-mile section of the new Railway east of Winnipeg. He had been dismissed from this position in October, 1907. On April 16th, following, he addressed a letter to the Victoria *Colonist* in which, after referring to the increased estimates for his portion of the construction, he proceeded as follows: "The root of all the trouble between the Commissioners and myself was over-classification. They wanted me to change my ideas, based on a good many years' experience on construction, to classification that is allowed to the contractors in Quebec. It was suggested that the Chief Engineer liked to be ignored. I refused to be more liberal in classification than I was then allowing, and suggested that the Commissioners, not being railroad men, should leave the engineering department alone. Mr. C. A. Young, Commissioner for Manitoba, then advised that I should go to Quebec and see how things were managed in that District, where contractors were not kicking, and get an object lesson. I went and returned determined not to allow Quebec classification to be introduced into the Western District as long as I remained in charge. This, of course, led to trouble and I got no assistance from the Chief Engineer. I thought if the Commissioners interfered with me any further Sir Wilfrid Laurier would set matters right as soon as I appealed to him. Here I made a miscalculation; the Chairman of the Commission, M. Parent, got in first and hypnotized the Government and I was removed for other reasons. No investigation into my case was allowed, and my opinion and the opinion of the next senior Engineer of the District were smothered."

If, he added, Quebec classification was allowed it would increase the cost of the section under review by some three or four million dollars. The material as to which this classification was made included solid rock, loose rock, and earth or gravel. The

difference in the cost of labour under such conditions was very considerable and the allowance to contractors would vary accordingly. On the McArthur contract in his District the allowance was $1.70 per cubic foot for solid rock, 60 cents for loose rock, and 30 cents for common excavation. It was therefore natural that the public should be interested in Major Hodgins' statements; the sum involved was large, and the comments in the Conservative press upon a matter possibly involving the Government in a new and vast scandal, were vigorous. The *Colonist* was specific in its remarks and estimated that under similar conditions on the whole line of railway the "graft" would be about $28,000,000. On Apl. 19th this paper had an interview with Major Hodgins in which the latter declared that the increased estimate of cost for the McArthur contract, from $12,000,000 of his own figuring to the new total of $16,000,000, was due to the over-classification of loose earth as solid rock. This interview he afterwards described as incorrect although the newspaper continued to maintain its absolute accuracy.

On the 23rd Mr. S. N. Parent, Chairman of the Transcontinental Railway Commission, addressed a memorandum to the Premier specifying these allegations as vague, general and groundless; stated that no such charges had ever been submitted to the Commissioners and, of course, were never refused consideration; declared that Mr. S. R. Poulin, C.E., had been appointed by the Board, on the Chief Engineer's advice, to re-organize the District "which had been left in such a bad shape" by Major Hodgins; denied explicitly the allegations made and asked for a Committee of the Commons to investigate them. Correspondence subsequently published as to Major Hodgins' dismissal showed differences between the Inspecting Engineer and himself and various references to classification but nothing which would indicate "graft" in that respect or even charges of it. Under date of Sept. 24th, 1907, H. D. Lumsden, Chief Engineer, had stated that "no rock should be allowed except such as is actually in the cuttings"; two days later the Secretary of the Commission advised Mr. Lumsden that he had complete authority in dealing with such matters. In the Commons on Apl. 28, 1908, Sir Wilfrid Laurier moved the appointment of a Special Committee composed of F. B. Carvell, E. M. Macdonald, Victor Geoffrion, S. Barker and Haughton Lennox—the two latter Conservatives—to investigate "the matters and charges" mentioned in the correspondence and newspaper above quoted.

The Committee met on Apl. 29th and appointed Mr. Geoffrion Chairman. Major Hodgins had Mr. Frank E. Hodgins, K.C., of Toronto, as Counsel and his examination was prolonged for many days lasting, with various intermissions, until June 26. Mr. Charles Murphy, K.C., of Ottawa, was Counsel for the Commissioners. The first dispute in Committee arose over the demand

by Mr. Hodgins, K.C., for the production of all papers in the possession of the Transcontinental Railway Commission bearing on the matters in question and a request that the Grand Trunk Pacific Company should produce all reports made by its engineers in regard to the classification of construction work so that Major Hodgins might be enabled to establish the charges he had made. These reports were refused by the majority and Major Hodgins was told that having made the charges he should prove them or retract. Later on various documents were produced. The next point was a request for payment of Counsel fees on the ground that the country, and not an individual, should bear the cost of such an investigation. Eventually this was done. The discussions in the Committee were at times bitter and the party feeling shewn was very strong. Upon the whole Major Hodgins maintained his ground, so far as personal assertion was concerned, in the early stages of the examination; but as to the estimated over-classification, on one portion of line under construction, he was shewn to be mistaken as well as in certain figures relating to the work in Quebec. As time passed on the Conservative members of the Committee declared vigorously that obstruction was the main object of the Government members; that the inquiry was being turned into a Court-martial of Major Hodgins; that neither the papers they required nor the originals that were imperative for study could be obtained. The Liberal members claimed the charges to be frivolous and declared the inquiry to be simply a fishing expedition for details with which to hurt the Government.

The whole matter was so very technical, or so clearly partisan, that it is difficult to analyze the proceedings with brevity. Into the affair were interjected the opinions of the Grand Trunk Pacific engineers as to over-classification and the question of dual contract. Another point was the recommendation by Major Hodgins, in one case, that a contractor should be aided by application of a technical method of calculation called the "force amount" which would have been distinctly to the contractor's advantage. In the midst of all this controversy, on June 16, the proposal was made by the Liberal members of the Committee that all charges should be referred to a Board of Arbitration composed of three engineers chosen by the National Transcontinental and the Grand Trunk Pacific authorities. Without the apparent consent of his friends and his Counsel, or the approval of his party press, Major Hodgins agreed to this proposal. He did more than this and withdrew his charges altogether upon the ground that those relating to specifications, etc., he was not called upon to prove; that in view of the legal and professional opinions expressed he had no evidence to offer as to interference with engineers; that he had no proofs of Mr. Parent having tried to influence Sir Wilfrid Laurier; that the submission of much correspondence, which he had not before seen, over the classification matter and the interpretation decided upon

by the Chief Engineer on Jan. 9, 1908, put a different face upon the matter; that as the affair was an engineering dispute a Board of Arbitrators would be the best means of settling it. The majority Report as published was signed by Mr. Victor Geoffrion, Chairman, and summarized its conclusions as follows: "Your Committee, therefore, find that Major Hodgins has not only failed to prove the charges as contained in the *Colonist,* both in the letter and interviews, but has specifically withdrawn the same, and has unqualifiedly exonerated the Commissioners and their engineers from any improper conduct, or of undue influences over officials under them, or of collusion with the contractors, and has declared that if questions as to classification arise they should be decided by the tribunal previously provided therefor by the statute."

The minority Report of the Conservative members declared that the Committee should continue its investigations regardless of the position assumed by Major Hodgins. The subject was debated in the House on July 8, and the majority Report adopted on a party division after Mr. H. Lennox had vigorously claimed that Major Hodgins was unfairly treated throughout. During the Elections, and in connection with Opposition charges along these lines, some English papers in correspondence or comment—notably *The Times* of Oct. 24—gave currency to statements which reflected, or appeared to do so, upon the Commissioners of the Transcontinental Railway. After the contest was over Mr. S. N. Parent, Chairman of the Commission, placed the matter in the hands of Canada's Legal Agent in London and the result was a statement in *The Times* on Dec. 12 declaring that no such reflection had been understood or intended.

The Administration of Western Lands—Charges and Legislation

This subject was one of vehement charge and angry response in Parliament; followed by certain legislation of an important character and accompanied by vigorous discussion in the country. As a preliminary in this record of the matter it may be said that an Order-in-Council late in 1907 (Dec. 19) regulated the licenses to cut timber on Dominion lands in Manitoba, Saskatchewan, Alberta, and the North-West Territories, and parts of British Columbia, by instructions that they should be sold by public auction at the offices of the local Dominion Timber Agents—after survey and a report to the Minister of the Interior, subject to the setting of a price limit by the Minister, and to 60 days' notice of sale in a local newspaper and a Provincial one. Varied details were given as to notices, times of payment, etc. In the House of Commons on Jan. 30, following, Mr. R. S. Lake (Cons.) moved this Resolution: "That a Committee of nine members should be appointed to investigate, inquire into, and consider all matters connected with, or relating to, the alienation, granting, rental, leasing or other disposal by lease, license, or otherwise, since the first day of July, 1898, of any tim-

ber lands or timber berths forming part of the public lands of Canada, or of rights to the same or to the timber thereon." The Committee was to have the usual powers and to report to the House.

The reasons for this proposal may be briefly summarized. It was claimed that under Mr. Clifford Sifton, as Minister of the Interior, the opportunities of obtaining timber limits for purely speculative purposes had been greatly increased; that the leases of these limits had been made for years without inquiry as to values, or reserve bid, or upset price; that by the permitted selection of small blocks of land out of large areas speculative holders ultimately obtained large areas at small cost; that tenders had not been sufficiently advertised, or time, or opportunity, given for inspection of the properties by others than the original applicant; that the practice of opening and awarding tenders by a single official in his private office was detrimental to public interests and had discouraged legitimate competition; that immense interests and resources, and present and future profits, were involved; that in the particular case of timber limit No. 1108, which had been the cause of such prolonged debate over the withholding of original documents, an investigation was desirable because of the presence, Mr. Lake claimed, of two tenders in the same handwriting, for widely different amounts, together with other features apparent in the documents upon inspection.

Mr. H. B. Ames (Cons.) followed Mr. Lake and declared that out of 365 licenses now in force and covering an area of 6,402 square miles, five-sixths had been given out by the present Government. "Practically every license, or nineteen-twentieths of the licenses given out prior to 1896, have lapsed owing to the onerous conditions which could not be fulfilled by the persons holding the licenses." As to the genuine timber operator or the manufacturers of lumber there was no complaint but he denounced a third class composed of speculators living in the East and obtaining their limits by political influence. At least 2,400 square miles were today held by this class, contended Mr. Ames, and they were worth $5,000,000 or more. He condemned, vigorously, the granting of limits in inaccessible regions pending the advance of railways and the inevitable creation of large values and increased profits. The Imperial Pulp Company, with which Mr. A. W. Fraser, K.C., a well-known Ottawa Liberal, was connected, and the grants to T. A. Burrows, M.P., and J. G. Turriff, M.P., East Assiniboia, were particularly criticized, and they formed a feature of all succeeding speeches on this subject.

Mr. Turriff, in his speech, denied any lack of fairness in tendering or securing his limits; deprecated the claim of large timber resources so far as limits in the three Western Provinces were concerned—and apart from the far north as to which there was no question; dealt at length with the grants under Conservative rule

prior to 1896 which he described as totalling 18,666,000 acres of which 15,351,744 had been absolutely given away; demanded specific charges before a Select Committee. On the following day Mr. G. H. Perley (Cons.) stated that the Saskatchewan Lumber Company obtained berth No. 1050 at $13,125 for a license to cut timber on it and were now offering their rights for sale at $375,000. Mr. Wilbert McIntyre (Lib.) declared that the alienation of Western lands under Conservative administration had averaged a bonus or return of $4.13 per square mile; under the present Liberal Government it had averaged $81.72 per mile. Mr. M. S. McCarthy (Cons.) reviewed at length and in detail the tenders, limits, timber resources, alleged values, etc., in connection with Messrs. Burrows, Fraser, Turriff and the Imperial Pulp Company. Mr. H. H. Miller and other Liberal speakers charged Hon. John Haggart, J. G. H. Bergeron and other old-time Conservative politicians with benefiting from past leases of Western limits. Mr. A. C. Boyce (Cons.) attacked the late Minister of the Interior (Mr. Sifton) with vigour on Feb. 4th.

In replying to these various strictures upon his Department Mr. Oliver described the debate as being farcical and based upon a policy which both parties had practised. During that period the idea had been to encourage the lumbering industry, not to secure a price for standing timber. To get the lumber cut, to get it on the market and in the hands of the settler, was described as being the policy of both parties when in office. In 1881 the total cut in the North-West and the British Columbia railway belt had been 13,000,000 feet, in 1896 it was 34,000,000 feet, in 9 months of 1907 it was 141,000,000 feet. Lumber mills increased from 55 in 1896 to 89 in 1907. If 8,000 square miles of timber lands had been alienated, as was claimed by the Opposition, 20,000 square miles still remained, while 5,391 square miles of Forest reserves had been established by the present Government in the West. He himself believed there were 150,000 square miles or 96,000,000 acres of such lands in the West. The Minister defended in detail the various leases specially criticized and explained the conditions of sale or grant. The values were, he declared, absurdly exaggerated by Opposition speakers; at the best they were purely speculative. This, Mr. R. L. Borden contended, was giving the whole Liberal case away and was just what he and his friends were opposing. "That speculative value will be converted into a very real and actual value as settlement progresses and the means of transportation increase." On Feb. 6th Mr. Clifford Sifton made one of his rare but able speeches in the House. After explaining the system in vogue in the early eighties he pointed out that the plan adopted in 1889, and followed up to 1905, was Conservative in origin and practice as well as Liberal in application. As to the rest he denied all responsibility during his term in the Interior Department for the personality of the tenderers or

subsequent holders. Mr. W. J. Roche (Cons.) met the argument as to timber limits granted under the rule of his party by giving a list of Liberals who had applied for similar licenses in those years. He gave a number of cases in which active Liberals were said to have recently got their limits by a curiously small margin above the next tenderer. He referred to the Saskatchewan Valley Land Company and its 250,000 acres and the Robins Irrigation Company with its 380,000 acres which were sold for large amounts; to the grazing lands granted McGregor and Hitchcock with their alleged profits of $350,000 and to the monopoly of fishery leases said to have been freely given away on the Nelson River, and in other Northern waters. Mr. W. D. Staples (Cons.) read a list of 18 timber limits held by T. A. Burrows, M.P., and totalling 478 square miles. Hon. G. E. Foster slashed out with characteristic vigour and attacked Mr. Sifton very frankly. "When Mr. Clifford Sifton became Minister of the Interior he took the right which up to that time had been in the power of the Governor-in-Council with reference to irrevocable and revocable grazing leases, out of the Council, and invested it in himself as Minister."

These rights were said to have been turned into many 21-year leases and handed over to party favourites. Other alleged changes in regulations, various supposed beneficiaries and specific charges, were also dealt with. He demanded, finally, an investigation into the work of the Department, an inquiry into the abuses said to have prevailed: "You may with your majority perhaps vote down this motion. There are members looking forward to offices which they know they will not get unless they maintain their hold on the coat-tails of the Right Hon. the First Minister; 102 members, Senators and ex-members have already been rewarded by public offices paid for by the money of this country. How many sit behind you who are not looking forward to some like reward? You will be supported if you keep the lid down. If you refuse an examination, if you refuse a Committee you will be supported here; but you may depend upon it the time will come, sooner or later, when the Department of the Interior will be gone through from top to bottom."

Mr. E. M. Macdonald (Lib.) offered a warm defence of Mr. Burrows as an honest and successful business man in the West with an admitted right to obtain and hold the limits in question. He declared there was not a tittle of evidence to show that any timber limits had been sold at the fancy prices alleged by the Opposition. On May 19th these various party points and personal issues were threshed out again in speeches by Messrs. Turriff, Foster, Ames, Burrows, Lake, E. M. Macdonald and E. Bristol. The Imperial Pulp Company, its grants, and composition, and profits, was the central theme of combat in this last debate upon Mr. Lake's motion which, however, was finally rejected by 91 to 46. Mr. Ames made an elaborate speech claiming that the com-

bination of the Burrows, Fraser and Imperial Pulp Company interests controlled 1,586 square miles of limits; that nearly all their tenders had been successful and that Mr. Burrows had ceased to tender for limits since Mr. Sifton (his relation by marriage) had, in 1905, retired from the Department of the Interior; that the profits on many of these holdings had been large, specific and well known. Mr. Burrows analyzed the various charges against himself, stated that he had held 534 miles of Western timber limits all-told and had paid therefor $59,069 between the years 1896 and 1905. Particulars as to his tenders were given as follows:

No.	Square Miles.	Mr. Burrows' Tender.	Next Highest Tender.
1093	12	$1,500	$ 700
1094	29	2,500	2,025
1099	44	6,500	5,116
1120	15	700	none
1121	50	6,000	5,350
1191	50	1,075	584
1192	50	5,500	5,060
1219	50	3,260	3,000

Accompanying the debates in Parliament was an inquiry in March by the Public Accounts Committee of the Commons. Messrs. A. W. Fraser, K.C., T. A. Burrows, J. G. Turriff and others were examined—Mr. Turriff particularly as to matters transpiring when he was Dominion Lands Agent at Winnipeg, in the employ of the Interior Department, and before he became a member of Parliament. There were the usual charges, denials and party comments in the press and considerable evidence as to the exact character of various land transactions during the past seven or eight years. In the House on June 23rd Mr. Oliver, Minister of the Interior, moved the second reading of his Public Lands Bill. He stated that, in the Western Provinces and Territories, about 2,000,000 acres had been given away in homesteads and that 175,000,000 acres of unquestionably good land remained under Federal control. Of this 120 millions had been surveyed. In his measure—much the same in terms as the one introduced and withdrawn in the 1907 Session—the Minister provided for the construction of the Hudson's Bay Railway by the sale of Government lands and had the following provisions regarding lands and settlement:

1. All Dominion lands not reserved or otherwise disposed of, whether odd or even-numbered sections, are available to homestead entry.
2. Pre-emptions may be secured anywhere that land is available in the pre-emption area, except in townships in which railways have located eight or more sections of land grant.
3. Purchased homesteads may be secured wherever land is available within the "pre-emption area."

There were many Opposition amendments, defeated on a party vote, including one by F. L. Schaffner handing over Western

School lands and funds arising from their sale to the Provincial Governments; another by M. S. McCarthy proposing a Commission to inspect the Western country and determine the portion to which pre-emption clauses should be applied; one by R. S. Lake asking for the setting aside of land to assist Provincial Universities; another by John Herron proposing that a homesteader could hold his land by having his family live upon it. The Bill passed in due course and came into effect on Sept. 1st when there was a great rush at Government land offices throughout the West to select the quarters of land which became available.

Mr. Fielding's Budget and Canadian Finances

The Budget speech of 1908 was delivered by the Hon. W. S. Fielding, Minister of Finance since 1896, in the Commons on Mch. 17th. It dealt with a period of nine months in accordance with the preceding change in the fiscal year from June 30 to Mch. 31st; it shewed a surplus on ordinary receipts and expenditure of over $16,000,000 but with heavy prospective expenditures upon railways and other projects. The Toronto *Globe* in large head-lines described the surplus as "the greatest Canada has ever known"; the Toronto *Mail* in equally large type described it as "a deficit of $12,000,000." Mr. Fielding commenced by referring to his estimates in 1907 and their result. "I had estimated a revenue of $65,000,000; the actual revenue for the nine months was $67,969,328, an excess over the estimate of $2,969,328. I estimated an expenditure chargeable to Consolidated Fund of $52,000,000; the expenditure proved to be $51,542,161, which was less than the estimate to the extent of $457,838. I estimated a surplus of $13,000,000; the actual surplus for the nine months was $16,427,167. That is, the surplus for the nine months was larger than the surplus of any fiscal year in the history of Confederation." The main sources of the revenue were as follows: Customs, $39,760,172; Excise, $11,805,413; Post Office, $5,061,728; Dominion Lands, $1,443,632; Railways, $6,509,099; Miscellaneous, $3,389,282. The Post Office was especially referred to as having changed from a chronic deficit up to 1902 into an increasing surplus of $1,011,765 in 1906 and $1,082,171 in 1907.

The expenditure upon Capital account, which was additional to the Consolidated Fund expenditure of $51,542,000, was, in the nine months, $11,329,143, of which $5,537,867 went to the National Transcontinental Railway, $1,603,701 to other Railways, $887,838 to Canals, $1,797,871 to Public Works, $526,582 to Dominion Lands, $975,282 to Militia. Besides this there was a "special expenditure" of $1,324,889 upon Railway subsidies and $1,581,944 upon Bounties—a total expenditure for a period of 9 months, in the fiscal year ending Mch. 31st, 1907, of $65,778,138 with an excess revenue of $2,193,971. There was to be a slight reduction in the National Debt for this period as to which the Minister stated that there had only been a net addition of

$5,174,000 in the last 11 years although the Government had expended in that period $127,000,000 apart from ordinary account. Per head of population the net Debt had actually decreased from $50.82 in 1896 to $42.84 in 1907.

For the full year ending Mch. 31, 1908, he estimated the revenue at $96,500,000 and the ordinary expenditure at $77,500,000 with, however, a Capital expenditure, in addition, of $33,000,000. Of this latter sum one-half would be National Transcontinental expenditure and for the full year there would be an addition to the Debt of $12,000,000. As to the Fiscal year ending Mch. 31, 1909 Mr. Fielding expected a decrease in revenue and estimated the total receipts at $90,000,000 with expenditures on ordinary account of $76,871,000; upon Capital account (chiefly the new Railway) of $42,365,000; and on Supplementary account of an undefined figure—a total of $119,000,000 without extras.* The Minister then reviewed the financial stringency of 1907, the Government's action in helping to finance the moving of crops in that year, the proposed legislation in this connection, the projected changes in the Excise laws and the re-adjustment of taxation so as to help manufacturers without increasing taxes. There were no changes announced in the Tariff. The Hon. George E. Foster followed the Minister in a vigorous and critical speech. He reviewed Conservative policy when in power as one of economy in order to meet conditions of depression, and described Liberal promises of further decreased expenditures and the Liberal performance of the past ten years (1897-1906) when the total taxes collected by the Government were $430,329,000 as compared with $287,931,000 in the previous ten years (1887-1896) of Conservative rule.

Mr. Foster claimed that there had been no real reduction in Tariff duties, the average (including bounties) being 28·62 per cent. in 1897-1906 as compared with 28·35 per cent. in 1879-1896. He charged gross extravagance and quoted the National expenditure per day as being $303,000 in 1907 compared with $114,000 in 1896. As to the future he was pessimistic and declared that the Minister was confronted with $100,000,000 which must be raised in the next half-dozen years for renewal of loans and with another $100,000,000 for the construction of the National Transcontinental Railway. As to trade he estimated that the exports of 1906 were really $38,000,000 less than they appeared to be in comparison with 1896 because of the rise in values; described the imports from the United States as increasing 209 per cent. in that period while the exports to that country only rose 141 per cent.; stated the increase in imports from Great Britain as being 110 per cent. and the increase in exports to that country only 100 per cent.; analysed the figures of Canadian imports and exports with the United States and shewed a trade balance against Canada, in 1897-1906, of $552,791,989.

* Note—In July following the total appropriations for this fiscal year were announced as $138,078,381.

On Mch. 20 Mr. Clifford Sifton contributed to the debate a speech of constructive rather than critical character—one in which he proposed a re-organized Department dealing with Foreign trade, reform in the Civil Service, the building of the Hudson's Bay Railway, certain changes in Western immigration and land laws, and the establishment of the All-Red steamship line. The debate continued, as usual, for some time and covered many sides of the political and fiscal question as well as financial issues. One of the best speeches was that of Mr. Hugh Guthrie, K.C., on Apl. 1st. He dealt largely in figures of prosperity and shewed the increase in Bank deposits from 1896 to 1901 as averaging $25,401,000 yearly; from 1902 to 1906 as averaging $44,190,000. The net Debt between 1896 and 1908 had only increased from $258,000,000 to $275,000,000, while the Consolidated Fund or Ordinary Revenue had increased from $36,000,000 to $96,000,000 and the population from 5,086,000 to 6,863,000. Assuming an excess of imports over exports to be a good thing he gave the surplus for 1892-1896 as $14,043,135 and for 1903-7 as $162,-902,607. As to Railways their earnings had increased from $50,545,000 in 1896 to $96,193,000 in 1907 and the deposits in Chartered and Government Savings Banks from $245,000,000 to $679,000,000. The Toronto *Globe* on Aug. 10 gave the yearly surpluses between ordinary receipts and expenditures as running from $1,732,000 in 1897-8 to $16,427,000 in 1906-7 and totalling over $95,000,000 in the eleven years.

The total increase in Subsidy payments to the Provinces as a result of the 1907 legislation was $2,372,000. In April an official return shewed that the Dominion Treasury had received since 1896 from Crown lands, mines, etc., in the Western Provinces a total of $4,272,990 in cash and $604,864 in scrip. On July 17th Mr. Foster made another aggressive attack in the Commons upon the Government's financial policy and especially criticized its Railway liabilities of the immediate future. He moved a lengthy Resolution recapitulating alleged increases in expenditure which totalled $70,203,000 more in 1908 than in 1896; the incurring of cash obligations for the Transcontinental Railway and Quebec Bridge of $180,845,000; the addition of bond obligations and contingent cash liabilities of $78,600,000 more or a total for the new Railway of $259,475,000; and concluding as follows: "That these huge expenditures have in numberless instances been characterized by utter lack of discrimination, absence of proper inquiry and investigation, disregard of public as compared with private interests, want of common business prudence in oversight, costly pandering to partisan interests, lack of conscience in purchases from the Patronage list and the aggrandizement of the middleman—through all of which millions have been annually wasted; that in the opinion of this House the mad and reckless financial course of the Government is seriously affecting the public credit,

unduly burdening the resources of the country and, if longer persisted in, will end in public disaster." Mr. Fielding replied at some length and denounced these views as gloomy, pessimistic and inaccurate; criticized members of the Opposition for making continual demands upon the Government in behalf of their own constituencies and in asking for roads, drill-halls, armouries, post offices, improvements, etc., even while denouncing the Government for acceding to the legitimate requests of its own supporters along similar lines; reviewed again his Budget speech statements and described Canadian credit as better and higher than ever and as steadily improving. As to the rest: "The needs of the country are great and we are not forgetful of the great works or the little ones either. We are building the Transcontinental Railway and we are going to push on to completion this work which interests the whole country from ocean to ocean. We are going to build the Hudson's Bay Railway and thus realize the expectations of the people of the West. We are providing for the various needs of the country according to their respective requirements. It is the duty of a Government, Sir, not to be sectional, not to think of this particular place or that, but to take a broad look throughout the whole country and adapt a policy to its needs." According to the official figures on Dec. 31, 1908, the Public Debt of Canada was $449,057,693, with assets of $157,483,926, or a net Debt of $291,573,767 as against $253,743,452 on Dec. 31, 1907.

Tariff Interests, the Woollen Industry and other Fiscal Incidents

It cannot be said that the Tariff was discussed during 1908 as a National question or that it was a serious issue at the polls. In details there was, of course, special and specific criticism; in practice the public seemed to be fairly well satisfied with it. Mr. M. S. Schell, a Liberal member of Parliament, defined the Fielding Tariff of 1897-1908, in the House on Mch. 31, in terms which not inadequately hit off popular opinion and, waiving questions of political promise or performance, were as nearly correct as any generality can be: "It was a tariff in the first place to foster and develop our own industries, protecting them in a legitimate way from undue foreign competition; in the second place it was a tariff which did not unduly hamper trade or bring about an inflation of prices, thus imposing unjust burdens on the great producing classes of our community; it was a tariff in the third place designed to obtain the maximum of revenue and at the same time imposing the minimum of duties on imports to our country; and in the fourth place it was a tariff calculated to encourage trade with those countries willing to trade with us on a reciprocal basis. That was the kind of tariff which the Liberal Government brought down in 1897 and which, with slight changes, has been in operation ever since." During the year ending Mch. 31st the Government paid in bounties to the iron, steel, lead, petroleum and binder-twine industries a total of

$2,787,358, of which $2,303,000 went to the iron and steel industries. The bounties on lead and iron and steel were extended during the year from July 1st, 1909, and the subject was discussed in the Commons on June 24.

That the important iron and steel industry was greatly helped by this bounty system goes without saying. In the calendar year 1907 the Canadian production of pig-iron was 633,718 tons, of steel 666,589 tons, of steel rods 68,756 tons. Of this business the Dominion Iron and Steel Company did all the steel-rod manufacturing, produced 285,036 tons of pig-iron and 301,340 tons of steel. The Algoma Steel Company came next with 142,054 tons of pig-iron and 229,514 tons of steel; the Hamilton Iron & Steel Co. third with 79,817 and 61,895 tons, respectively, and the Nova Scotia Steel and Coal Company, fourth, with 57,168 tons of pig-iron and 70,222 tons of steel. In October it was announced that the Dominion Steel Company had made a contract with the Government of New South Wales for 16,000 tons of steel rails—the first of such shipments from Canada to Australia. Speaking in Montreal on Dec. 1st, 1908, Mr. F. P. Gutelius, of the C.P.R., stated that the Dominion and Algoma Companies were at that date able to supply all Canadian demands for steel rails. About this time, also, the press announced the organization by Messrs. T. J. and G. E. Drummond of Montreal of the Canada Iron Corporation with a capital of $8,000,000 and with the organization of large foundry-works in various centres as a stated object.

The year was a trying one for textile interests. Trade depression and low prices, with an alleged lack of adequate protection for the woollen industry, were the chief elements of trouble. In Quebec Province the Cotton Mill employees received, early in the year, a cut of 10 per cent. in their wages and, on May 19, a large deputation waited upon Messrs. Brodeur and Lemieux, of the Dominion Government, and stated that 5,000 men were then on strike against this reduction which Mr. Wilfrid Paquette, President of the Federation of Textile Workers, had stated was due to insufficient protection in the tariff. A Royal Commission of Inquiry was asked, promised and appointed with Mr. Mackenzie King as Commissioner. The strike was, meanwhile, abandoned. Some discussion was caused in Canada and Britain by an article in the organ of the Canadian Manufacturers' Association, *Industrial Canada,* which in its August issue under semi-editorial though signed treatment criticized the cheaper British woollen goods and shoddies coming into Canada as made from garbage, rubbish, old rags, etc.; intimated that this product was dangerous to health and described its admission as little short of a crime. "It is impossible for the Canadian manufacturer to turn out a substantial shoddy in competition with the stuff that is allowed to come into the country under the Preference." The English manufacturers of shoddy, the Leeds and Batley Chambers of Commerce, and other organiza-

tions, took warm exception to these statements and pointed to the many sanitary processes through which the rags and other raw material went before being turned into clothes. There was no case known of contagion or injury therefrom and the carbonizing, extraction of dust, willeying and washing, dying and drying, scouring, carding, weaving and so on, constituted a process of entire safety. Mr. G. M. Murray, Secretary of the Association and Editor of the journal, cabled on Sept. 5th an expression of regret that injustice had been done Yorkshire woollens by the publication of this article but did not follow up the cable with any clear repudiation in the journal itself.

This little trouble was, of course, an outcome of the general situation in woollen goods, the strained condition of the industry, the increasing importation of British woollens. These imports had risen from $12,623,107 in the fiscal year 1902 to $20,962,753 in 1908—an average import of $18,000,000 a year for five years or, it was claimed by the manufacturers, enough to employ 9,000 men with a pay-roll of $5,000,000 a year. According to figures compiled in the *Canadian Textile Directory* there were in 1885 240 woollen mills in the Dominion with 1,885 looms and 107,870 spindles; in 1899 these had increased to 270 mills, 2,645 looms and 194,086 spindles. Then came the alleged action of the Preferential Tariff and in 1907 there were only 217 mills, 2,034 looms and 188,254 spindles. On Oct. 8, 1908, the Hamilton *Spectator* gave a list of 59 mills then lying idle in Canada for want, it was declared, of sufficient Protection. The general contention amongst manufacturers was that British shoddy goods, under the Preference, were playing havoc with the industry; that there was a somewhat intricate under-valuation of goods as well as undue competition in many details; that the Canadian manufacturer's buildings cost him 40 per cent. more than those of his English rival, machinery 30 per cent. additional, fuel 100 per cent. more, and labour 60 per cent. more, while the local rate for money was higher; that the actual production of woollen goods in Canada was much greater than the $5,700,000 given in the 1906 Census which did not include the blankets, clothes, tweeds, hosiery, yarns and carpets which should be included in any comparative statement with imports; that with the woollen industry, if it went under, would go the sheep-growing interests with a yearly wool-clip worth $2,135,000. The Toronto *News* (Aug. 15) took the bold ground that the existing Tariff was more political than industrial; that the Woollen mills were mostly in Ontario, a Conservative Province and, therefore, had failed to get relief from a Liberal Government.

The opposite view was that the industry already had an average protection of nearly 30 per cent.; that for years the Canadian consumer had been taxed an additional $3.00 on every $10.00 worth of woollen goods, or about $8,000,000 in all as an encourage-

ment to these manufacturers; that most of the wool used in the mills was imported and that the whole of the woollen interests did not reach a total value equal to the higher prices paid by the people as a result of the tariff duties; that if the industry was an exotic and pampered one it had better be replaced by something more fitted to the country. On Apl. 10 a deputation appointed at a meeting in Montreal of the Woollen Section of the Manufacturers' Association waited on the Government and asked for a general increase in the Tariff rates upon this line of products as well as the appointment of men to the Customs Department skilled in a knowledge of these goods. In the circular calling this meeting Mr. J. P. Murray (Chairman) made some vigorous remarks as to the situation: "Is the trade to be allowed to drift along in this condition until it comes your turn to go to the wall? Are you not going to put forth some effort to save the capital you have invested? There is only one thing to be done—the woollen and knit-good manufacturers, all of them, must stand firmly together and call a halt." On July 16 a somewhat imperative telegram was sent to Sir Wilfrid Laurier in the following terms:

The Executive Council of the Canadian Manufacturers' Association now in session knowing that, under existing tariff conditions, a number of our largest Canadian woollen industries must suffer annihilation before another year, appeal to you for immediate relief. What two hundred woollen manufacturers have asked of you in the Memorandum is the least that will save them from ruin. They, together with the thousands of working-people dependent upon them for their daily bread, and the farmers who have hitherto found profitable employment in wool-growing, join us in the firm stand that this important question must be disposed of before the closing of Parliament. The Association awaits your answer.

The Prime Minister in his prompt reply regretted the Government's inability to at present, and with existing information, increase the duties on woollen goods; expressed the belief that some at least of the trouble was due to the temporary depression in trade; drew attention to the fact that even the much higher American tariff had not averted similar conditions in the United States. "The Government, with due regard to the people of all sections of the country, feel that this is not the moment at which they should adopt a policy of increased taxation, especially on articles of a necessary character. The complaints that have been made by the woollen trade as to evasions of the Customs laws are being carefully looked into and if it is ascertained that they be well-founded, the proper remedy shall be applied." On Sept. 17th at the annual meeting of this Association in Montreal a Resolution was unanimously adopted declaring that before the establishment of the Preferential tariff the Woollen industry in Canada was a prosperous one and that since that time it was gradually becoming extinct; that a suitable amendment of the Tariff would restore the woollen interests as to the condition of which every possible information had been given the Government; "that the Associa-

tion views with alarm the attitude of the Government towards an industry established in so many parts of the Dominion, and which gives employment to so many Canadian people, and protests against the Government discriminating in favour of the outside manufacturer as against the Canadian." At the ensuing banquet the Prime Minister was a guest and his speech, with a general election in sight, was conciliatory if not convincing, and apparently satisfactory upon certain points. His answer to the complaint as to British shoddy and cheap, or worthless, imported woollens was that if the people wanted that class of goods they could not be prevented by the Government from buying them; that if Canadian manufacturers could not compete by the production of good goods they should make the cheaper class. He stated that tentative inquiry was then being made; promised a Commission of "substantial business men" to study the problem and existing conditions; and pressed home, in conclusion, the importance of "stability in tariffs." On Dec. 13th it was announced that the Montreal Woollen Mills would go into liquidation.

Specific industries, whether due to the tariff or to increasing population and demand, shewed distinct progress during the year —notably rubber tires, motors and automobiles, leather goods, etc. Exports of manufactures shewed a steady increase of $28,000,000 as against $10,000,000 in 1898. As a whole, however, and for obvious reasons, it was a period of restricted output and diminution in the volume of both sales and profits although there was no lack of faith as to renewed expansion in the near future. Speaking at New York on Nov. 19 Mr. Byron E. Walker, of the Canadian Bank of Commerce, stated that: "In manufacturing, while our figures are trifling compared with yours, we are making great strides partly as the result of the naturally enlarged markets in Canada, but also because we are beginning to seek a share of some branches of manufacture in those markets which are open to the world's competition. No one can at present estimate the extent in horse-power or the value in money of our water-powers, which probably in these respects exceed those of any other nation in the world." One notable incident of the year was the increasing number of British industrial plants established in Canada to take advantage of its special facilities and tariff conditions. Tariff matters in general had some political light let in by Dr. Wilbert McIntyre, M.P., in a speech at Wetaskiwin on Sept. 28:

> I belong to the low tariff league of Parliament, which is a certain caucus of members who zealously watch every deputation which waits upon the Government for an increase in the Customs duties. Our opponents have badly wanted a duty of $2 per thousand feet placed on imported lumber, but we have resisted any such proposal because that would mean $2 more per thousand feet on the requirements of Western settlers. Then the woollen manufacturers, supported by the Conservative party, demand an increased tax on imported woollens. But we have resisted it; because

it is a very necessary article, worn by the Western farmer. We entered into negotiations with the Ministers of Finance and Customs; and went over the tariff with them so that we might suggest reductions. We obtained 34 reductions over the schedule as originally printed. The Minister of the Interior stands for a low tariff and he has assisted us in our advocacy of reductions.*

Incidents of the year included the successful establishment at Nelson, B.C., of a zinc smelter said to be the first of the kind on the continent and which, no doubt, was helped by the Lead bounties; the protest of Hon. Robert Drummond of Nova Scotia against the increasing import of coal from the United States which, he said, was beating the Canadian coal in both price and quality; the petition and delegation from Montreal Pickle manufacturers asking for increased protection because of the duties they had to pay on vinegar, bottles and other raw material of the industry and the Government's refusal to give new and special encouragement to any one industry; the continuous pressure of a limited ship-building interest for somewhat varied forms of Protection. In this latter connection amendments to the Customs Act early in the year provided for duties on repairs to vessels engaged in the coasting trade and upon their equipment, including boats.

In view of the increasing price of all kinds of goods to the Canadian consumer an agitation started during the year by the Toronto *Star* against combines was of importance. It was claimed that some 60 lines of industry specified in the Census returns were confined to five establishments or less and that combines for increasing prices, or restricting production, or eliminating competition were, therefore, easy to create and hard to prove. Grocery supplies, sugar-refining and paper-making were specially designated and it was asserted (Oct. 31) that there were more than 80 of these combines then in Canada with central offices which, in each case, absolutely controlled production. The Protective tariff was declared to be largely responsible for this condition of affairs. "If the consumer is to be denied the benefit of foreign competition he must at least be assured against the creation of combines which prevent competition amongst home manufacturers and dealers." Whether the upward flight of prices in such products as eggs, butter, meats, fuel, and other elements of everyday living could properly be blamed upon Protection was a question for debate. The trial in October and November of the Dominion Wholesale Grocers' Guild, upon this general charge, certainly shewed evidences of combination but whether it was legal or illegal in its nature was not decided.

The annual meeting of the Canadian Manufacturers' Association at Montreal on Sept. 15-17 had many features of public interest in a fiscal connection. It was held in a great industrial city, the members were accorded the largest measure of individual

* NOTE—Mr. Oliver also spoke at this meeting, and the extract is taken from the Edmonton *Bulletin* report.

and general hospitality, a Reception was given by the Montreal branch at the Peter Redpath Museum, a trip was taken over the Harbour as the guests of the Montreal Commission, a visit was paid to Valleyfield, the centre of Canada's cotton industry. The Report of C. R. McCullough, Chairman of the *Industrial Canada* Committee, shewed the increasing success of that journal; the Report of G. Frank Beer, Chairman of the Membership Committee, shewed 2,184 members—a small gain over 1907. In his elaborate address to the Convention the Hon. J. D. Rolland, M.L.C., President for 1907-8, described the turning point in the depression as having been reached in Canada and the lessons taught by it as including a necessity for thorough organization in all the departments of business, the closest economy in production, the value of the home market to the workman, the need of "a strong national tariff properly administered." He declared the woollen industry to be natural to the country but "doomed to speedy extinction" unless its downward career was checked, and expressed gratification at the increasing immigration of settlers as being helpful to business in general. Mr. Rolland touched a rather new point in Transportation matters when he spoke of the 1,173 miles of American-owned and American-connected railways in Canada as all more or less engaged in diverting Canadian trade to the south of the line. He dealt with the higher rates of grain transport in Canada as against the United States route and urged the deepening of the Welland Canal and improvements in the St. Lawrence system, or preferably, the construction of the Georgian Bay Canal. Forest protection against American consumption was urged and a check upon the export of pulp-wood demanded. Encouragement to the Tobacco industry by expert instruction and the establishment of a Government farm in that connection was suggested and a Federal inquiry into the best means of helping Technical education asked for.

The Report of the Parliamentary Committee (John Turnbull, Chairman) described the opposition offered by it at Ottawa to a compulsory eight-hour day on Government works, to the renewed efforts for giving the Union Label the status of a trade-mark, to certain clauses of the Co-Operative Bill; declared the loaning of large sums of money on call in New York "a very wise and necessary precaution" which provided a ready and liquid reserve for emergencies; supported proposals making compensation for accidents obligatory upon employers but subject to the earnings of the victim at the time of the accident and to other specified conditions; and referred to a large number of legislative changes, reforms, or enactments—Dominion or Provincial—in which the Association had been interested. Mr. E. P. Heaton of the Insurance Committee reported 155 risks and policies investigated during the year involving $11,248,000 of insurance and described the organization of the two Mutual Fire Companies under the auspices

of the Association, as being completed. The work of the London office of the Association was described and approved; the Transportation Committee dealt exhaustively with changes in railway rates throughout Canada, the condition of freight traffic and classification in this respect, the work of the Railway Commission and especially its relation to express rates and classification. The Government's amendment of the law as to reciprocal demurrage and giving the Railway Commission power to impose charges upon the Companies for default or delay in supplying accommodation, was approved and other matters of legislation were reviewed.

The Tariff Committee supported the prohibition of pulp-wood export, protested against the free importation of United States cement for the construction of the Detroit Tunnel, endorsed the demand of the Pickle manufacturers for higher duties, approved the Government's extension of the Lead bounties, asked for higher protection on Hog products in the farmers' interests, urged fiscal assistance to the Woollen industry. Lengthy Reports were also submitted by the Technical Education and Commercial Intelligence Committees and Resolutions were passed (1) drawing the Executive's attention to the export of Natural Gas from the Niagara district to Buffalo, N.Y., when there was a large and unsatisfied demand from local manufacturers and (2) dealing with the Woollen industry. At the annual banquet of the Association which followed with Mr. R. Hobson, the new President, in the chair, Sir Lomer Gouin, Premier of Quebec, gave a vigorous promise of support to the Technical Education movement and Sir Wilfrid Laurier spoke diplomatically upon the woollen situation. Other speakers were F. D. Monk, M.P., and Major G. W. Stephens. In the election of officers Robert Hobson of Hamilton had been chosen President, John Hendry of Vancouver, Vice-President, and George Booth of Toronto, Treasurer. The Vice-President for Ontario was Col. W. M. Gartshore of London; for Quebec, W. H. Rowley of Hull; for Nova Scotia, Wm. Lewis of Halifax; for New Brunswick, Charles Macdonald of St. John; for Alberta and Saskatchewan, P. Burns of Calgary; for British Columbia, John Hendry of Vancouver; for Prince Edward Island, Hon. F. L. Haszard of Charlottetown. A representative list of Provincial Vice-Presidents and members of the Executive Council was also appointed—largely as it had been in 1907-8.

At the preceding annual meeting of the Toronto Branch of this Association, on June 25, Mr. E. J. Freyseng, the Chairman, drew attention to the "continued dumping" of United States manufacturcs in Canada. "It only needed a sudden industrial depression such as we have unfortunately experienced to prove the force of the manufacturers' arguments for increased protection on certain lines by showing how inadequate were the present duties to keep the home market for Canadians." The Government's dumping clause in the Tariff he described as being of some

assistance but thought the Association's newly-appointed and special Tariff officer would be still more useful in checking unfair and illegal competition. Though the growth of Canadian manufactures in 1906-8 was probably greater than in preceding years the general condition, despite temporary drawbacks, is well indicated by the Census figures of 1900 and 1905 when the capital invested had grown from $446,000,000 to $833,000,000, the employees from 339,000 to 383,000 and the salaries and wages from $113,000,000 to $162,000,000. The production increased as follows:

Groups of Industries.	1905.	1900.	Increase.
Food products	$172,017,002	$125,202,620	$46,814,382
Textiles	84,370,099	67,724,839	16,645,260
Iron and Steel products	52,587,051	34,878,402	17,708,649
Timber and Lumber and their manufactures	109,500,970	80,341,204	29,159,766
Leather and its products	41,201,872	34,720,513	6,481,359
Papers and Printing	32,773,880	20,653,028	12,120,852
Liquors and Beverages	13,928,701	9,191,700	4,737,001
Chemicals and allied products	15,290,822	11,437,300	3,853,522
Clay, Glass and Stone products	13,558,921	7,318,582	6,240,339
Metals and products other than Steel	50,068,669	19,561,261	30,507,408
Tobacco and its manufactures	15,189,720	11,802,112	3,387,608
Cars, carriages and waggons, etc.	36,911,124	19,971,605	16,939,519
Vessels for water transportation.	1,892,253	2,043,668	.....
Hand trades	1,433,753	599,329	834,424
Miscellaneous industries	65,721,741	35,607,212	30,114,529
	$706,446,578	$481,053,375	$225,544,618

Militia Conditions, Appointments and Progress

The Militia Department came in for considerable public discussion during 1908—partly in connection with the Ross rifle contract which had for some years been a party question and partly in respect to the Civil Service Commission Report. As to the former matter evidence was given before the Public Accounts Committee of the Commons in January by Lieut.-Col. E. F. Wurtele, Brig.-General W. H. Cotton, and others. Mr. Wallace Nesbitt, K.C., acting for Sir Charles Ross before the Committee, said that English officers and English rifle factories were unfair to the Ross rifle. He declared that it was difficult to establish a new arm of this description and went briefly into the history of the project. A factory had been built and equipped at an expense of $1,000,000 but for unavoidable causes there was some delay in commencing work. When manufacturing actually commenced the Rifle Company was compelled to follow a sealed pattern although the Government suggested many changes from time to time—over eighty in all. This accounted for the delay in supplying rifles as to which public criticism blamed Sir Charles Ross. Mr. Nesbitt said the Government had advanced on progress estimates $900,000

and this had all been paid out for labour. "The factory would soon close unless the Government gave another order." General Cotton described the rifle as of Sir Charles Ross's own invention and as used by him in South Africa and declared that he had done everything possible to meet the Department's requirements. On Mch. 4th the Montreal *Star* made certain sensational charges as follows:

> From the day the Ross rifle factory at Quebec first switched on its electric power, about four years ago, to the present day, not a single weapon has been turned out and handed over to the Government, to be eventually borne by Canadian soldiers, without the aid and co-operation of alien labour and foreign material. The steel from which the barrels are manufactured is imported from Pittsburg; the wood for fashioning the stocks is ordered through a New York firm and is brought up the St. Lawrence in ships from Europe; the forgings from which the trigger-guards, receivers and bolt-sleeves are manufactured are made by the Spencer Billings Company, of Hartford, Connecticut; the springs are made in England; the metal punchings and the pressed, stamped, or died, steel parts are made by the Frank Mossberg Company, of Attleboro', Massachusetts, and imported from the United States.

On Mch. 4, and succeeding days, *The Star* reiterated its allegations and claimed that 17 parts of the Ross rifle were made abroad. It also attacked the Government for advancing 75 per cent. of $224,802 to the Company a year before the first order was filled. To the charge of making imported parts of the rifle in the United States Sir Charles Ross (Ottawa *Citizen,* Mch. 13) replied as follows: "Round this fundamental statement a host of argument is woven. This statement is not true. Let us have the facts and not the fairy tales. I also take the opportunity to repeat my invitation to send a man to my Quebec plant to see for himself and I also extend the same invitation to the whole of the Canadian press." Meanwhile the Factory was lying idle and 400 men were unemployed. During the month the Militia Department acted by forming a Standing Small Arms Committee of nine Military members and four associates, or technical advisers, and to this body was referred the fitness and nature of the Ross rifle. It was composed of Col. S. Hughes, M.P. (Chairman), Lieut.-Colonels W. P. Anderson, J. H. Burland and Greville-Harston, Majors R. A. Helmer, A. O. Fages, J. B. Pym, W. H. Davidson and J. E. Hutcheson; the Associate members were Lieut.-Colonels F. M. Gaudet and J. W. Harkom, A. E. McIntyre, PH.D., and A. H. Walters, M.A.

On Apl. 9 the Minister of Militia presented the House of Commons with statements of correspondence relating to the Rifle from all over Canada and Reports of Boards of Inquiry and other documents. Upon the whole they did not bear out charges of general unfitness. On June 23rd Sir Frederick Borden made the following official announcement: "The Ross rifle will be used exclusively for musketry in all Camps. Fifty-two thousand of the

new arm are ordered and 10,000 of them have been issued. Directly the bayonets being specially made for the Ross rifle are ready it will entirely supersede the Lee-Enfield for musketry drill at all Camps." It may be added here that the use of the rifle at these Camps was apparently satisfactory and that later on, at Bisley, England, it won several important prizes in the hands of Canadian marksmen and was highly praised by such papers as the *Daily Mail, Daily Express, Standard,* and *Daily News.*

The Report of the Civil Service Commission so far as it dealt with the Militia Department was vigorously denied and criticized by Sir F. Borden in the House on July 9th. He denounced the Commissioners as inexperienced and unfit to deal with military matters and quoted a newspaper letter from Lieut.-Colonel F. S. Meighen of the Royal Highlanders, Montreal, denying the allegation that the Militia was not now as efficient as formerly. "The officers of the city corps," said Colonel Meighen, "are better qualified for their positions. The examinations which they have to pass are more numerous and more strict, and exact a higher standard than formerly, and the same thing applies in the non-commissioned officers. To-day, practical field-work is called for and is carried out by the different corps individually and in brigades—tactical manœuvres on a large scale being a feature of the annual training. Discipline has vastly improved and finally, and most important of all, the rifle shooting is very much better." The Memorandum of Major-General P. H. N. Lake, Inspector-General, prepared for the Department in this connection, was an elaborate statement of conditions. In dealing with the Commissioners' report that Militia expenditures were "going up by leaps and bounds" he pointed out that between 1904 and 1908 the assumption of the defences at Halifax and Esquimalt would total $1,500,000 a year; that the increased cost in the annual drill of the troops totalled $500,000 with 11,000 more men and 2,500 more horses trained in 1907 than in 1903-4; that the pay of the Permanent Corps had been increased.

The Corps of Engineers has been greatly expanded and better equipped. The Medical Service has been organized and developed; its equipment has been brought up to date. The Army Service Corps has been increased and developed and can now entirely supply the troops either in the field or in camp. The Canadian Ordnance Corps has been organized. A small Corps of Military Clerks has been formed available for active service when required. The Corps of Guides has been organized. Great encouragement has been given to Rifle Associations and Cadet Corps. Besides these additions to *personnel*, considerable progress has been made with the re-armament of the artillery with the latest pattern guns, both field and heavy, and of the infantry with the Ross rifle. The re-armament of the artillery is responsible for an addition to the estimates of $350,000 per annum, that of the infantry for $270,000 per annum, making together $620,000. Besides this, a reserve of ammunition and equipment has been gradually created; the survey of Canada upon an accurate basis—most important from a defence point of view—has been commenced and, last, but by no means least, a great central training camp has been acquired and equipped at Petawawa.

As to the matter of high pay for the Headquarters Staff General Lake pointed out the difficulties of an officer's work. "His office hours are fully occupied with the work of administration, he must find time outside of them to prepare himself for his work as a soldier, to study strategy, tactics and military training, to read up military, engineering and artillery questions, and work at multifarious other subjects which affect his knowledge of his profession." He is, in fact, a technical specialist. A vigorous defence of the Army Pay Corps was offered as being an absolute necessity for efficiency in time of peace and for organization in time of war. Denial was given to the Commissioners' statement that the Permanent and Headquarters Staff had been increased by 220 members. It only numbered 52 all told. General Lake also took up other points in the Report. The Pension system was defended and it was pointed out that the Commission urged its application to the rest of the Civil Service; the Staff was said to be really only sufficient, upon British models, for a force of 52,000 men instead of 100,000 as the Commission estimated; the number of men on drill was said to be only a matter of money. He concluded by declaring that "it was quite impossible for any civilian Commission, unaided by expert members, to gauge the question of (Militia) efficiency in any way on such a superficial inquiry."

Statistics followed the general statement and shewed the armament and equipment of the Militia in 1908 to include 156 light field-guns, 28 heavy field-guns, 82,000 rifles, 20 Maxims and 8 Pompons, 400 rounds of ammunition for each rifle, complete fortress armament at Halifax and Esquimalt and partial armament at Quebec, Camp equipment for 45,000 men, 152 Cadet Corps with 8,000 members, 130 Military Rifle Associations and 371 Civilian Rifle Associations with 38,000 members. These figures showed a very large increase over 1895-6 and even over 1903-4. As to the total establishment it numbered 57,718 for 1908-9 as against 35,835 in 1895-6, and the number of trained men were stated at 46,000 as against 19,000 in the earlier period. On the other hand, being to some extent a political issue, Conservative speakers and papers did not hesitate to endorse the Commission's accusation of extravagance and over-pay of officials. The Montreal *Gazette* declared that 26 men at large salaries were now doing the work formerly done by 9 men and with additional clerical assistance costing $30,000. The Ottawa *Citizen* (Apl. 1) declared that "the money spent on our little standing army (Permanent Force) would train 500,000 Militia every year." What was wanted, according to this critic, was Lord Dundonald's plan of a citizen army of 200,000 men and a small permanent instructional corps.

At an Ottawa function on Sept. 3rd Sir Frederick Borden was able to announce that an Order-in-Council had been passed

embodying an agreement entered into, after prolonged negotiations, with the Educational Department of Nova Scotia. Under its terms the Militia Department would furnish, free of cost to the schools of that Province, instructors in drill and shooting and, in return, the Educational Department would adopt a regulation to the effect that all teachers in future must pass an examination in physical training and drill before receiving a certificate. The Militia Department had also been given authority to make similar arrangements with other Provinces. The chief event of the year in a Militia connection was, of course, the parade of troops at the Quebec Tercentenary Celebrations but this will be dealt with in another place. It may be said, however, to have reflected credit upon the Department and the officers concerned. The first proposal to mobilize a large force of 25,000 men was received with great interest; the delay and temporary cancellation of the order owing, it was claimed, to transportation difficulties, aroused general disappointment, the final display of strength was most impressive. The usual Camps for training exercise were held during the year, that of Niagara being exceptionally large in numbers. The 1908 Brigade Commanders were as follows:

1st	Inf'y Brigade.	Lt.-Col.	James Munro.
2nd	" ..	"	George Acheson.
3rd	" ..	"	Alex. Bertram.
4th	" ..	"	James Mason.
5th	" ..	"	E. A. Cruikshank.
6th	" ..	"	John Hughes.
7th	" ..	"	E. B. Edwards.
8th	" ..	"	A. P. Sherwood, C.M.G.
9th	" ..	"	F. S. MacKay.
10th	" ..	"	B. A. Scott.
11th	" ..	"	J. P. Landry.
12th	" ..	"	H. H. McLean.
13th	" ..	"	D. M. Vince.
14th	" ..	"	B. A. Weston.
15th	" ..	"	Hon. J. M. Gibson.
16th	" ..	"	W. C. Macdonald.
17th	" ..	"	J. N. Crane.
18th	Inf'y Brigade.	Lt.-Col.	E. B. Ibbotson.
19th	" ..	"	J. W. Little.
20th	" ..	"	G. E. A. Jones.
1st	Cav'y Brigade.	Lt.-Col.	C. A. K. Denison.
2nd	" ..	"	T. Clyde.
3rd	" ..	"	R. E. A. Turner, V.C.
1st	Field Artill'y.	Lt.-Col.	J. Davidson.
2nd	" ..	"	Hon. J. S. Hendrie.
4th	" ..	"	F. H. J. Dibblee.
6th	" ..	"	W. A. Grant.
7th	" ..	"	R. Costigan.
8th	" ..	"	W. G. Hurdman.
9th	" ..	"	E. W. Rathbun.
10th	" ..	"	N. F. MacNachtan.

Some important appointments were made during the year. As a result of Brig.-General B. H. Vidal's death Major-General P. H. N. Lake, C.B., C.M.G., became Inspector-General on Sept. 1st and was succeeded by Brig.-General W. D. Otter, C.B., who had been D.O.C. in Western Ontario. General Lake occupied the exceptional position of an Imperial officer who, in the higher ranks of the Canadian Service, had remained on terms of easy and continuous co-operation with the officials of the Militia Department. At any rate no disagreements during his tenure of office became known to the public. Late in October it was announced that Sir Percy Lake—who meanwhile had been knighted for his services in Canada—was to go to India as Quartermaster-General, but it was stated a month later that he had acceded to the wish of the Dominion Government and would remain in Canada to complete his work of organization and extension. On Dec. 29th general orders were issued stating that his time had been extended for two

years and that he would also act as Chief Military Adviser to the Minister of Militia with a seat in the Militia Council. There were a number of changes in Regimental commands during 1908 of which the following is a list:

Regiment.	To be Lieut.-Colonel in Command.	Retiring Officer.
1st Prince of Wales Fusiliers, Montreal	W. H. Evans	Lieut.-Col. J. A. Finlayson.
59th Stormont and Glengarry, Cornwall	Major R. Smith	" H. A. Morgan.
The Governor-General's Foot Guards, Ottawa	" D. R. Street	" H. A. Bate.
61th Chateauguay and Beauharnois, Beauharnois	" N. A. Sabourin	" A. Malette.
6th Quebec and Levis, Levis	" J. O. Martineau	" G. S. Vien.
25th Regiment, St. Thomas	" J. S. Robertson	" E. H. Caughell.
84th St. Hyacinthe, St. Hyacinthe	" H. A. Beauregard	" E. Sicotte.
94th Argyll Highlanders, Baddeck	" J. D. McRae	" A. F. McRae.
74th Brunswick Rangers, Sussex	" C. H. Fairweather	" B. Harper.
16th Mounted Rifles, Regina, Sask	" R. J. Gwynne	New Regiment.
21st Essex Fusiliers, Windsor	" F. H. Laing	Lieut.-Col. N. A. Bartlett.
5th Princess Louise Dragoon Guards, Ottawa	" C. H. Elliot	" R. Brown.
18th Mounted Rifles, Winnipeg	" H. J. Cowan	New Regiment.
28th Perth, Stratford	" G. F. Cooke	Lieut.-Col. W. C. Moscrip.
42nd Lanark and Renfrew, Pembroke	" J. M. Balderson	" H. J. Mackie.
102nd Regiment, Nelson, B.C.	Captain W. J. H. Holmes	New Regiment.
24th Regt. (Cav'y) Chatham, Ont.	Major W. M. Davis	" "
7th Hussars, Bury, Que.	" W. H. Murray	Lieut.-Col. O. L. Pope.
101st Regiment, Edmonton	Lieut.-Col. E. B. Edwards	New Regiment,
83rd Joliette, Joliette, Que	Major J. E. B. Normandeau	Lieut.-Col. E. G. Piché.
31st Grey, Owen Sound	" H. R. Cleland	" E. Rorke.
39th Norfolk Rifles, Simcoe	" W. Renton	" T. R. Atkinson.
95th Regiment, Regina, Sask.	" F. Ford	New Regiment.
19th Alberta Mounted Rifles	" R. Belcher, C.M.G.	" "

The Report of the Militia Council for the year ending Mch. 31, 1908, was an interesting document. It referred briefly to the Imperial Conference and the Resolution in favour of an Imperial General Staff; to the continued interchange of officers with the Services in India and Australia; to the special attention which was given to mobilization with a view to preparing for the field, if necessary, a first line of 100,000 men; to the gradual re-armament of the forces which was going on and the special requirement of additional equipment; to the fact that the nation's military responsibilities were growing and could not be checked, and that in particular a change must be made in the isolated organizations of the West; that progress in general was slow but steady and consistent. It was urged that in order to carry out Canada's pledges to the Empire to adequately maintain the garrisons at Halifax, Esquimalt and Quebec and to maintain any decent instructional corps, the establishment of the Permanent Force must be increased. The total effective force on Mch. 31, 1908, was stated as 2,864 compared with 2,716 in 1907. Twelve officers were reported as taking courses at Military schools in England and 32 candidates as passing the entrance examination at the Royal Military College, Kingston. The expenditure on the Militia force in 1907-8

was $6,796,088 or about $1.00 per head of the population. Of this the Permanent Force took $1,961,385, the annual training of 41,000 men $1,084,499, ordnance, ammunition, etc., $703,750, Ross rifles $214,143, Dominion Arsenal $341,062.

Incidents of the year included a passing trouble in the 5th Regiment of Victoria, B.C., of which the officers resigned in a body because the Department had not provided them with certain artillery equipments; the winning of the Governor-General's medal and $200 at the Rockliffe Range, Ottawa, by Captain W. Hart-McHarg of Vancouver; the satisfactory adaptation of the new central training and camp grounds at Petawawa to the use of the troops; the continued and widely-appreciated work of the Royal North-West Mounted Police as guardians of law and order through the wastes of the farthest West; the high place taken in marksmanship and general efficiency by the 7th Artillery Brigade under command of Lieut.-Colonel R. Costigan; the formation of a number of Women's rifle clubs in British Columbia—notably in Nelson, Grand Forks, and Victoria; the election of nine well-known Militia officers as new members of the House of Commons—Lieut.-Colonel Robert Smith, Lieut.-Col. H. H. McLean, Major J. P. Rankin, Major J. A. Currie, Captain T. G. Wallace, Captain Samuel Sharpe, Lieut.-Colonel J. E. Savard, Captain Morley Currie and Captain William Price. Colonel S. Hughes and Lieut.-Colonel A. N. Worthington were re-elected as were Major Thomas Beattie, Major Gustave Boyer and Lieut.-Colonel O. E. Talbot. The leading Military organizations of a popular character elected officers during 1908 as follows:

Name.	Headquarters.	President.
Canadian Rifle League	Ottawa	Lieut.-Col. H. A. Bate.
New Brunswick Rifle Association	St. John	" H. H. McLean.
Dominion " "	Ottawa	Colonel S. Hughes, M.P.
Manitoba " "	Winnipeg	T. W. Taylor, M.P.P.
Ontario " "	Toronto	E. B. Osler, M.P.
Montreal Military Institute	Montreal	Lieut.-Col. F. S. MacKay.
Canadian " "	Toronto	" Hamilton Merritt.
Saskatchewan Rifle Association	Regina	W. M. Williamson.
Province of Quebec Rifle Association	Montreal	Lord Strathcona.
Nova Scotia " "	Halifax	Colonel J. D. Irving.
Prince Edward Island " "	Charlottetown	Lieut.-Col. F. S. Moore.
British Columbia " "	Vancouver	Colonel J. G. Holmes.
Alberta " "	Calgary	Lieut.-Col. T. Walker.

The Canadian Bisley Team of 1908 was commanded by Lieut.-Colonel A. E. Labelle of Montreal. An interesting incident in the autumn was the unveiling in the Toronto Armouries on Oct. 29 by Sir Mortimer Clark, Lieut.-Governor, of a Memorial tablet in honour of those who had been killed or died of wounds at Batoche and Fish Creek in the North-West Rebellion. Lieut.-Colonel James Mason, who had been wounded at Batoche, presided and delivered an address full of historical reminiscence. Sir J. P. Whitney also

spoke. Militia Orders of Feb. 8th announced that Field-Marshal Earl Roberts, V.C., K.G., O.M., had presented a Trophy for competition in rifle shooting between teams of 8 school-boys of 16 years and under, of British parentage, throughout the Empire. The Militia Department selected the Canadian Team and the Colony of Natal won in the final competition—England being second, Australia third, New Zealand fourth, Queensland fifth, Canada sixth, and the Transvaal seventh. The highest score was 498; Canada's being 386. On Mch. 13 attention was officially directed to the following War Office intimation: "The Army Council notice with regret that no officer of the military forces of Canada, Australia, New Zealand, or South Africa has been sent this year to the Staff College. Being convinced of the great importance of forming an Imperial General Staff the Army Council would be glad if steps could be taken to urge on the Governments concerned the great desirability of sending qualified officers to the Staff College each year from His Majesty's over-sea Dominions." In August, under invitation from the Gordon Highlanders with whom the 48th Highlanders of Toronto were allied, Lieut.-Colonel D. M. Robertson, Captain Ewart Osborne and nine other officers and men visited England and were most hospitably entertained. A feature of the visit was a private reception by the King and the personal decoration of Colonel Robertson with the M.V.O. Though not military in its nature the appointment of Rear-Admiral (Retired) C. E. Kingsmill of the Royal Navy to the Command of the Canadian Marine Service may be mentioned here. The following table gives the chief appointments, promotions and changes of the year not already recorded:

MISCELLANEOUS APPOINTMENTS DURING 1908

I. Headquarters Staff

Assistant Director of Surveys	Lieut.-Col. G. B. Wright.
Assistant Adjutant-General for Musketry	Major R. A. Helmer.
Director of Training	" D. I. V. Eaton.
Master-General of the Ordnance	Colonel R. W. Rutherford.
Director of Clothing and Equipment	Lieut.-Col. R. K. Scott, D.S.O.
Chief Staff Officer, Quebec Command	" A. Roy, M.V.O.
Chief Staff Officer, Maritime Provinces	" W. H. Humphrey.
D.O.C. Military District No. 7	" O. C. C. Pelletier.
Brevet-Colonel, Maritime Provinces Command	" F. S. Moore, D.O.C.
	" G. R. White, D.O.C.
Deputy-Assistant Quartermaster-General, Maritime Provinces	Major A. H. Macdonell, D.S.O.
Lieut.-Colonel, Royal Canadian Artillery	Brevet Lieut.-Col. F. M. Gaudet
	Major H. E. Burstall.

II. Commands and Districts

Command extended—	
Military District No. 1	Brevet-Colonel J. Peters.
" " No. 8	" G. R. White.
" " No. 11	" J. G. Holmes.
" " No. 12	" F. S. Moore.
" " No. 4	Lieut.-Col. W. E. Hodgins.
Officer Commanding, Western Ontario	Brigadier-General W. H. Cotton.
Brigadier-General in the Militia	Colonel L. Buchan, C.M.G., A.D.C.
Commandant, Royal School of Artillery	" Thomas Benson.

Sir Hugh Graham.

Proprietor of the Montreal *Star*. Knighted by His Majesty the King, 1908.

Major-General Sir Percy H. N. Lake, K.C.M.G., C.B.

Inspector-General of the Militia. Knighted by His Majesty the King, 1908.

III. Permanent Force and Sundry Appointments

Lieut. Colonel, Army Service Corps	Major G. A. Dodge.
Colonel, Royal Canadian Artillery	Lieut.-Col. Thomas Benson.
Lieut.-Colonel, Army Medical Corps	Major J. W. Bridges. " G. L. Foster.
Hon. Lieut.-Colonel (*Retired List*)	Lieut.-Col. W. E. Imlah.
Hon. Lieut.-Colonel Regimental Medical Services	Major L. M. Genest.
Hon. Lieut -Colonel 20th Lorne Rifles	D. D. Mann.
Board of Visitors, Royal Military College	Brig.-General W. D. Otter, C.B. Colonel E. Fiset, C.M.G. C. E. Dodwell, M.I.C.E. Colonel Thomas Benson, R.C.A. Rev. C. P. Choquette.
Hon. Lieut.-Colonel, Canadian Field Artillery	Major R. J. Blanchard.
Hon. Colonel, 68th Regiment	Lieut.-Col. L. de V. Chipman.

IV. Extension of Regimental Commands

Regiment.	Headquarters.		Name.
67th Carleton Light Infantry	Woodstock, N.B.	Lieut.-Col.	J. W. Baker.
45th Victoria Regiment	Lindsay, Ont	"	R. H. Sylvester.
7th Hussars	Bury, Que.	"	O. L. Pope.
23rd Northern Pioneers	Parry Sound, Ont	"	J. Knifton.
4th Chasseurs Canadiens	Ste. Anne de la Pérade	"	J. A. Rousseau.
80th Nicolet	Victoriaville, Que.	"	J. J. Barry.
24th Kent	Chatham, Ont.	"	J. B. Rankin.
40th Hastings Rifles	Madoc, Ont.	"	J. R. Orr.
11th Hussars	Richmond, Que.	"	E. B. Worthington.
91st Canadian Highlanders	Hamilton	"	W. A. Logie.

Socialism and the Public Ownership of Utilities

The curiously complicated problems going under the general and popular name of Socialism were so universally discussed in 1908 that some reflex action in Canada was inevitable. The British state-established Pension measure, the study of German pension conditions, the active work of the Socialist wing of the British Labour party, the interesting co-partnership scheme between employer and workmen propounded by Sir Christopher Furness, the protest by Lord Rosebery against the rise of Socialism and the able series of articles in the London *Standard* upon the problem as a whole, the bankruptcy of Battersea as a result of Socialist management, the declaration of Mr. H. H. Asquith, the new Premier, that the State must deal in an organized way with unemployment, old-age, and infirmity, the statement by Mr. Lloyd-George that when individual poverty is due to personally uncontrollable circumstances, "the State should step in to the utmost limit of its resources," all brought the subject to the front and kept it there. In the United States Presidential election the Socialists expected to poll a million votes; they obtained half-a-million. Their policy as an organization may be briefly summed up as indicating the line which the movement in Canada may eventually take:

1. The land and the machinery of production and distribution for all the people.
2. The collective ownership and control of industry.
3. The elimination of rent, interest, and profit, and the production of wealth to satisfy the wants of all the people.

4. Co-operative industry in which all shall work together in harmony as the basis of a new social order.
5. The end of class struggles and class rule, of masters and slaves.

Out of similar generalities or theories have come most of the modern schools of Socialism from the mild form of municipal ownership of public utilities to the Karl Marx principle of all values being based upon physical labour; from the extreme Australian and European schools which preach death to capital, abolition of property rights, destruction of existing institutions and social systems to the anarchistic elements represented by Emma Goldman or the Russian Nihilist. In Australia public ownership of railways, and old-age pensions, and other forms of paternalism have a growing influence; in Canada during 1908 there was an education of public opinion along similar lines with, however, certain distinct checks. The Canadian Public Ownership League of Toronto with A. W. Wright as President and J. H. Duthie, Secretary, continued an active propaganda though both its leaders failed of election in local political contests. The Toronto *World* and Mr. W. F. Maclean, M.P., promoted this principle vigorously as applied to Railways in particular but Mr. R. L. Borden, the Conservative Leader, refused to move further in that direction than his past and gone arguments in favour of Government construction and ownership of the Grand Trunk Pacific would have led him. The Western Provinces went in for Government ownership and operation of Telephones—in Manitoba with notable success—while a Nova Scotia Legislative Committee reported against local Old-Age pensions. On the other hand the Ontario Government policy of Niagara Power ownership, operation, and control was most popular and generally accepted as desirable. Actual municipal ownership of water-works, lighting, and other local utilities, continued to be popular but some difficulty was found in floating bonds necessary for everything desired and many municipalities, everywhere, found in this as in other years that there was no certainty of success in their enterprises.

In the country at large Government ownership of the Intercolonial was discussed from time to time, with, upon the whole, popular dissatisfaction at its management and financial results but refusal to sell or lease it to any private Company. The Retail Merchants Association of Ontario at Galt, on June 18th, asked for the public control of all public utilities; in Parliament and in the newspapers strong appeals were made for the Government ownership of telegraphs and telephones and they were eventually placed under control of the Railway Commission; in Manitoba, Alberta, and Saskatchewan, the Governments and Agricultural bodies discussed with serious energy the public acquisition and control of grain elevators; in the House of Commons the subject of Old-Age pensions for the aged and deserving poor was brought up by Mr. R. A. Pringle on Feb. 3rd, and academically

discussed, with a statement by Hon. W. S. Fielding that it would cost $40,000,000 a year to carry out such a scheme in Canada; in the Senate on Feb. 25 Hon. James McMullen moved that "the public ownership and operation of public utilities would not be in the interest of this Dominion," and withdrew the Resolution after criticism from Senator H. J. Cloran and warm support from Senators L. G. Power and N. A. Belcourt; in Parliament as a whole the Government's Old-Age Annuities legislation was accepted with little opposition as a means of promoting thrift and a species of insurance rather than as involving actual state-aid or socialism; in the discussion of Mr. Monk's Co-Operative Societies Bill the Socialistic issue came up in certain forms.

The appointment of a Special Committee of the Commons in March to obtain information as to Old-Age Pensions with Hon. Mr. Lemieux as Chairman, was preliminary to the eventual passage of Sir Richard Cartwright's idea, as incorporated in the Government bill, of State-managed annuities. The idea was to provide for thrifty Canadians a means of making ready for old age. The funds as they accumulated were to be held and guaranteed by the Dominion Government and to bear interest at 3 per cent. No annuity was to exceed $600 to one person or to husband and wife jointly; the minimum age at which an annuity could begin would be 55 years; the annuities would be non-transferable and not subject to seizure. Security and cheapness of administration were the great advantages of this Act. It was not Socialism but was so mixed up with popular ideas of that subject that it will bear consideration here. The general topic came into prominence through varied public discussion—a sure evidence of advancement apart from the fact that it was a political issue in British Columbia, with a municipal candidate for Mayor in Toronto, ten candidates for the Ontario Legislature in the same City and the Yorks, and candidates at Montreal in the Provincial elections there. That these men, outside of British Columbia, obtained small votes and had no hope of success does not affect the fact of a movement being in progress.

At Ottawa, on Feb. 9, the Rev. Dr. D. M. Ramsay discussed Socialism as "carrying into economic regions the Christian doctrine of human brotherhood"; in Toronto on Mch. 24 Mr. W. A. Sherwood, at the Progressive Club, strongly advocated Old-Age pensions in Canada; the Calgary *Herald* published a series of articles giving the case against Socialism and the Toronto *World* a series of studies in its favour. Mr. W. McLea Walbank, of the Canadian Society of Civil Engineers, speaking at Montreal on Jan. 28th, described Municipal ownership of utilities in England as "productive of many evils such as the elimination of personal initiative and enterprise, evasion of the natural laws of commerce and the creation of a favoured class of labour. It has brought corruption in politics and practically eliminated in many direc-

tions any further attempts to engage in private industry." Dr. Goldwin Smith in a letter to the Provincial Labour candidate in Toronto on Oct. 12, declared that: "Whatever I have said against Socialism has been said, not against the Socialism which dreams of perfection, but against the Socialism which, knowingly or not, instils hatred of class, pointing almost inevitably to violence in the end. Let Socialism tell us plainly what it means to do and how it means to do it. If inequalities of condition could be levelled to-day, the inequalities of capacity, by which they were originally created, would apparently renew them to-morrow."

There were some pretty strong utterances of this latter kind from time to time. Roadhouse, of Cobalt notoriety, told a Labour audience at Hamilton on Mch. 22 that they were worse than black slaves who, at least, had enough to eat; C. M. O'Brien, Dominion organizer of the Socialist Party, told a Calgary meeting on Apl. 5th that "the only excuse the Labour movement has for existence is to abolish the robbery practised on the labouring class"; T. Leheney in Winnipeg, on the same date, told a crowd that they must abolish slavery to capital—they had no rights, nor were they free; E. T. Kingsley, Editor of the Vancouver *Clarion,* told a Calgary audience on May 27, that capital was produced out of the efforts of labour by selling a manufactured article for much more than it cost; W. A. Godwin, Socialist candidate for West Victoria, in the Ontario Provincial elections of June, issued the following platform: (1) The transformation as rapidly as possible of capitalist property in the means of wealth production (natural resources, factories, mills, railroads, etc.) into the collective property of the working class; (2) the democratic organization and management of industry by the workers; (3) the establishment as speedily as possible of production for use instead of production for profit.

A Socialist Convention, made up of Alberta and British Columbia delegates, was held at Fernie, B.C., on May 23rd. It was decided to send E. T. Kingsley, of *The Clarion,* Vancouver, to help Socialist candidates in the Provincial elections elsewhere in Canada; it was stated that British Columbia would have 5 Socialist candidates in the Dominion elections; the Russian paper, *The Red Flag,* was endorsed as an official organ; a Resolution was passed urging the frustration of all attempts to restrict the franchise—"even if it becomes necessary to resort to extreme measures." Moved by Phillips Thompson a motion was enthusiastically passed by a Socialist Party Convention at Toronto, on Sept. 7th, declaring that "we affirm our allegiance to the Revolutionary attitude of the Party as set forth in our platform and that we send greetings to our comrades in Russia where the best blood of the workers is flowing like water; in Japan, where our comrades are being hounded by Government agents; in India where the fire of revolt must soon burst into a flame; in New Zealand and

Australia where the futility of reform has been proven and revolutionary doctrines are making headway." To this spirit in certain phases of Canadian Socialism a Committee report at the Baptist Convention in Ottawa (Oct. 29) referred when it declared the true principles of Socialism to be religious but the newly-taught ones to be "revolutionary rather than reformatory." May Day was celebrated in Winnipeg by a procession with red flags in evidence; at Montreal a similar procession was forbidden, the Socialists dispersed, and the flag seized.

During the year Emma Goldman spoke in Toronto on Anarchism (Feb. 17) and in Montreal the day before. Government, the Courts, the Militia, Parliaments and the Churches were all freely attacked. In Ottawa Frank Bohn gave a series of lectures against capitalism and described the worker as robbed of the difference between his wages and the value of his product; J. Keir Hardie, the British M.P., in several Canadian speeches described the doctrines of Socialism as "applied Christianity" and Imperialism as "a fake" which diverted attention from social reform. Charles F. Lestor, an English Socialist, spoke in Ottawa, Toronto and elsewhere and urged his hearers not to ask for justice but to take it. "We've got to seize the means of production" he declared. Wilfrid Gribble, Ontario Socialist organizer, told an Ottawa audience on Dec. 12 that this was a war between class and class and that capitalists would receive no more mercy than they had given; Benjamin F. Wilson, an American Socialist, late in the year addressed meetings in seven or eight Ontario centres, denounced capitalists, and urged revolution by and through the ballot.

The Lemieux Act and Dominion Labour Legislation in 1908

The Industrial Disputes Act of 1907 won a number of successes in the field of Labour conciliation during the succeeding year and much credit for the Hon. R. Lemieux, Minister of Labour, and his Deputy, Mackenzie King, C.M.G. In the Report of the Labour Department for the fiscal period ended Mch. 31, 1908, it was claimed that the Act had practically eliminated strikes and lock-outs from disputes affecting public utilities; that out of 37 references to Boards of Conciliation, involving 30,000 men and many millions of dollars, only one strike had followed a Board's Report, and it was settled 13 weeks afterwards by an acceptance of the original recommendations of the Board; that the total cost of administration was within $20,000, the total number of Trades Unions in Canada was 1,593, and the total of all Labour organizations 1,681. The Department itself was exceedingly active, not only up to this period, but to the close of the calendar year. Mr. Mackenzie King as a Special Commissioner under its auspices settled the Japanese and Chinese indemnities in connection with the 1907 riots in Vancouver; he reported upon Oriental immigration and its conditions; he was sent to England to arrange or settle the Hindu immigration difficulty;

he reported upon the Opium traffic in British Columbia and investigated the Cotton industry of Quebec Province.

The Lemieux Act, as it was popularly called, came in for much discussion during the year—chiefly complimentary. This system of compulsory investigation was so new and interesting an experiment that the President of the United States sent Dr. Victor S. Clark of Washington to study its operation in Canada and in the early months of 1908 he visited all the leading Canadian centres of industry. The result of his investigations appeared in the May *Bulletin* of the United States Bureau of Labour and occupied some 80 pages of that publication. He pointed out the following preliminary considerations: "The Act is the first logical step toward Government intervention in Labour disputes—if a policy of intervention is to be adopted. It recognizes the right of the public to continuous service in industries established primarily for the general convenience, like its right to continuous military and police protection, and at the same time it preserves the right of workingmen and employers to terminate their contracts. It is not, like the compulsory laws of Australasian countries, an attempt to regulate in detail the administration of private business or to control the organization of labour. Yet, in requiring a public investigation of certain disputes before permitting a strike, the law goes beyond previous legislation, which became effective only at the option of the parties, and therefore did not constitute true intervention." Conditions during the first year, he pointed out, had been exceptionally difficult owing to the depression; yet the net result of the Act had been increased wages, or shortened hours, for the workmen concerned under the operation of Conciliation Board agreements. As to the rest, despite some natural political feeling, the bulk of Canadian employers and the general public favoured the law; a minority of workmen, including the Western Federation of Miners and the Railway employees were hostile or cold in their opinion; the Act itself was a hopeful effort and had "created a new public attitude toward industrial disputes."

Meanwhile, the President had renewed his recommendation to Congress that machinery be created for the compulsory investigation of important industrial controversies; the British press had been cordial in its approval of this new factor in the Labour problem; President Eliot of Harvard University had been enthusiastic in his repeated appreciation of its usefulness; Canadian jurists or lawyers such as Chief Justice Hunter of British Columbia, Chief Justice Sir William Mulock of Ontario and Mr. Wallace Nesbitt, K.C., had borne clear testimony to its value. The criticism of certain Labour interests also found expression during the year. In the June issue of the *American Federationist* Mr. John A. Flett, Dominion organizer of the American Federation of Labour, analyzed objectionable features in terms which may be condensed as follows: (1) The possible extension of time by

the Department for putting the Act in operation caused vexatious delays and perhaps helped a corporation to obtain strike-breakers in sufficient number to injure the interests of labour; (2) it was a mistake to make it necessary, before a dispute could be brought under the Act, for the employees to hold a meeting and vote their decision to strike; (3) the too great importance of the position of Chairman in the Boards and the tendency to trust more to conciliatory methods than to a thorough investigation which would indicate to the public the actual causes of the trouble; (4) the Act could be made an instrument to punish the labourer who violated its provisions, while it was useless as a measure to deal similarly with the capitalist and, in the hands of an indifferent Minister of Labour, might be made most unsatisfactory in its general application. The following is a synopsis of proceedings under the Act during 1908:

Applicants.	Employees Affected.	Board of Conciliation and Investigation.	Result.
Carmen of the G.T.R. Co.	800	J. G. O'Donoghue. Wallace Nesbitt, K.C. Prof. A. Shortt.	Report and Agreement.
Employees of the Temiskaming Mining Co., Cobalt.	50	C. B. Duke. M. F. Pumaville. Prof. S. J. McLean.	Report and Agreement.
Employees of Hamilton Street and Radial Railways.	120	Judge J. E. Monck. W. Bell, K.C. J. G. O'Donoghue.	Report—Mr. O'Donoghue dissenting.
Employees of Dominion Coal Co., Sydney, N.S.	7,000	J. Dix Fraser. A. S. Kendall, M.P.P. Prof. A. Shortt.	Settlement.
Employees of McKinley-Darragh Mines, Cobalt.	120	E. C. Kingsmill. J. Welsh. Prof. A. Shortt.	Report and Agreement.
Employees of Cumberland (N.S.) Railway and Coal Co.	1,600	R. B. Murray. Hiram Donkin. Judge Patterson.	Temporary Settlement.
Railway Telegraphers of the Grand Trunk Railway Co.	500	Wallace Nesbitt, K.C. Prof. A. Shortt. J. G. O'Donoghue.	Report and Agreement.
Employees of Cumberland (N.S.) Railway and Coal Co.	1,750	R. B. Murray. Hon. J. S. Armstrong. Judge W. B. Wallace.	Report—Mr. Murray dissenting.
Employees of Mining Companies, Woodpecker, Alta.	72	W. E. Bullock. F. H. Sherman. Mr. Justice Stuart.	Report—Mr. Sherman dissenting.
Seamen of the Dominion Marine Association.	450	John A. Flett. James Stuart. Prof. A. Shortt.	Arranged.
Employees of Western Dominion Collieries Co., Taylorton, Sask.	90	F. H. Sherman. J. O. Hannah. Judge R. H. Myers.	Report and Settlement.
Employees of Ottawa Electric Railway.	256	G. F. Henderson, K.C. J. G. O'Donoghue. Prof. A. Shortt.	Report and Settlement.
Employees of Port Hood and Richmond Railway, N.S.	300	G. S. Campbell. James McDonald, M.P.P. Judge McGillivray.	Report and Agreement.
Mechanics of Canadian Pacific Railway Co.	8,000	G. F. Galt. James Somerville. P. A. McDonald.	Report—Mr. Somerville dissenting--and followed by strike.
Employees of Standard Coal Co., Edmonton.	20	F. B. Smith. F. H. Sherman. Judge H. E. Taylor.	Settlement.
Employees of Chignecto Mines, N.S.	200	B. B. Barnhill. R. B. Murray. Rev. W. C. Wilson.	Report and Settlement.
Employees of Nova Scotia Steel and Coal Co.	1,750	Dr. David Allison. J. W. Maddin. Prof. A. Shortt.	Settlement.

Applicants.	Employees Affected.	Board of Conciliation and Investigation.	Result.
Employees of Cobalt Central Mines Co.	105	C. E. Fraleck. C. B. Duke, Prof. S. J. McLean.	Report and Agreement.
Telegraphers of Canadian Pacific Railway Co.	1,605	C. S. Campbell, K.C. W. T. J. Lee. Mr. Justice Fortin.	Adjusted.
Freight Clerks, Intercolonial Railway.	....	H. Holgate, C.E. R. E. Finn, M.P.P. Judge D. McGibbon.	Report and Agreement.
Employees of Quebec Street Railway.	116	W. H. Moore. Omer Brunet.	Settlement.
Locomotive Engineers of the Canadian Northern in Ontario and Quebec.	342	Judge R. D. Gunn. F. H. Richardson. J. Harvey Hall.	Report and Settlement.
Carmen of Quebec and Lake St. John Railway (C.N.R.).	49	Ludovic Brunet. E. A. Evans. P. J. Jobin.	Report and Settlement.
Employees of Galbraith Coal Co., Taber, Alta.	36	F. B. Smith. J. A. MacDonald. C. Simister.	Report and Agreement.
Locomotive Firemen and Enginemen of Canadian Pacific Railway.	7,000		Unsettled at close of 1908.
Employees of Ritchie Boot and Shoe Co., Quebec.	232	Felix Marois. Z. Berabé. Dr. Chas. Coté.	Unsettled in 1908.
Coal Company Employees at Bienfait, Sask.	50	F. H. Sherman. G. R. Crowe. Judge Dawson.	Report—Mr. Sherman dissenting.

Dominion legislation affecting Labour interests during the year may be briefly summarized—that of the Provinces is considered in connection with Provincial subjects. The Government Old-Age Annuities measure was intended to encourage thrift and the provision of special facilities for taking care of old-age in the labouring ranks of life; Civil Service Reform dealt with many "workers" who might not be considered eligible for Labour Unions; measures for the greater protection of young persons forbade cigarette smoking to those under 16, provided for the establishment of Juvenile Courts and the prevention of classing or dealing with youthful offenders as ordinary criminals; the Railway Act was amended so as to repeal the clause making it an offence for any officer or employee of a railway company to "wilfully or negligently" violate the Company's by-laws, rules or regulations so as to cause injury to person or property; an amendment to the Canada Shipping Act provided that any person domiciled in Canada who is a subject or citizen of a country in which British subjects do not enjoy similar privileges may be refused admission to examinations to become masters or mates of ships; the application of this Act in relation to steamboat inspection and licensing of engineers was extended and improved; the continuation of bounties to the Lead industry, and the encouragement of the Tobacco interests may be considered as affecting Labour conditions; provision was made for the grading and inspection of agricultural products including fruit and grain; the Chinese Immigration Act was made more stringent and the law more clearly defined.

Canadian Labour Organizations during the Year

According to the International Trades Union Report of 1908, covering the figures for 1906, the total membership in Britain was 2,106,183 and in Germany 2,215,165 while the United States, Canada and various other countries, did not report. The Dominion Labour Unions claim, however, to have about 200,000 members—the chief organization in Canada being the Dominion Trades and Labour Congress. On Jan. 30, official representatives of this body—A. Verville, M.P., President, P. M. Draper, Secretary, and J. G. O'Donoghue, Solicitor—waited upon the Prime Minister and the Minister of Labour at Ottawa and presented the Resolutions passed at the 1907 meeting.* The official call for the 1908 annual Convention was issued in July and declared the effect of immigration upon trade and labour conditions to be the vital problem of the moment. "Send your own accredited representatives to Halifax to devise ways and means to effectively check for the future the machinations of the employers' and manufacturers' unions, the booking-agents of the Steamship companies and the Salvation Army, from flooding the country with skilled mechanics who will remain in idleness unless they act as strike-breakers or work for starvation wages."

The Congress (24th in annual succession) was opened at Halifax, on Sept. 21st, in the Legislative Assembly chamber with speeches by the Nova Scotia Premier (Hon. G. H. Murray) and others. The chief feature of the opening day was a slashing report from W. R. Trotter who had been sent to England by the Congress officials to collect data as to the Immigration question. He commenced with the following interesting statement: "Terrible privations, destitution and suffering in the various industrial centres are the direct result of the flooding of the country by irresponsible British charitable societies, lying Boards of Trade and the ever-mischievous Canadian Manufacturers' Association." Special attention was also paid to the Salvation Army work in this respect and it was described as being carried on along purely commercial lines: "Existing, as it does, solely on the unquestioned benevolence of an indulgent public who have been grossly misled as to the nature and extent of their so-called social work, the 'Army' is enabled to advertise and 'boost' its own schemes upon the money thus subscribed with the result that to-day it ranks as the most widely-known combination of emigration touts in the British Isles." Colonel Lamb of the Salvation Army was heard in reply and declared that they sent out very few mechanics. As to the rest: "We are charged with carrying on the emigration business because of the profit we make out of it; but what have we done with the profits? We have applied all we have made to assist the emigrants by making them loans and in this we think we are doing some practical Socialism. We send emigrants to Canada

*NOTE—See *Canadian Annual Review* for 1907, and page 26 of this volume.

under guarantee of work, and do not interfere in any way with strikes. We take certain risks, within reason, and in all our efforts we have refused to enter into any arrangements with the manufacturers or employers' associations of Canada." Eventually a Committee was appointed to discuss the question with the Army officials and on the 23rd it was announced that "the Army has decided to discontinue chartered ships for next year and will exercise the greatest care and be governed by (local) conditions."

Mr. Keir Hardie, M.P., of the British Labour and Socialist party, addressed the Congress as "a wandering agitator" and was followed by a fraternal delegate from the American Federation of Labour. The Secretary's report shewed 21,131 members with 46 Trades and Labour Councils in the Dominion, said to represent 150,000 workmen, as affiliated with the Congress. The Report of the Executive urged continual support for international unionism, referred to the sending of Vice-President James Simpson to the American Federation Convention at Norfolk, Va., and declared that the political organization of workers must be carried on independently of the work of the Congress. From all the Provinces, except one, reports were submitted. British Columbia asked for denunciation of the Japanese Treaty and an educational test for Asiatic immigrants similar to that of Australia. Alberta complained that an action brought by the United Mine Workers had been dismissed by the Provincial Supreme Court on the ground of its being an un-incorporated body which, therefore, could not sue or be sued and all the Labour parties in the Province were described as wanting repeal of the Japanese Treaty. Quebec reported a series of strikes and lock-outs, largely in the cigar-making, shoe-making and building trades, and a continued growth of Labour organization. New Brunswick reported organized labour as not in a flourishing condition locally.

The more important Resolutions passed included one asking for certain amendments to the Industrial Disputes Act—the Convention refusing to adopt the antagonistic attitude of the United Mine Workers, of the Railway organizations, and of the delegates from the Fort William, Calgary and Winnipeg Councils. F. H. Sherman declared in this connection that the miners of British Columbia had been on strike for months and just as they were on the point of winning the Dominion Government interfered. He described the Bill as being first intended to kill the Miners' Union and then made so as to strike the railway men. "All Boards upon which he had acted had been complete failures." Other Resolutions were as follows: (1) Recording appreciation of the valuable services of the Department of Labour and the desire of the Congress for a separate portfolio for its head; (2) urging the strict Dominion enforcement of the Fair-wage schedule and legislation preventing employees from contracting themselves out of its clauses; (3) asking the Postmaster-General for better salaries to

the letter carriers and insisting upon the Government of Canada establishing an Old-Age Pension fund; (4) suggesting to Provincial Governments the setting aside of sufficient reserved public lands to meet the cost of providing free school books; (5) endorsing an invitation to the American Federation of Labour to hold its 1909 meeting in Toronto; (6) instructing the Quebec Executive to start a vigorous agitation for free education in that Province; (7) favouring the appointment of competent vessel inspectors at all maritime ports in Canada, the abolition of the $200 deposit by candidates for the House of Commons, the passing of a Government examination by car-inspectors on railways and by marine engineers coming from the British Isles; (8) urging amendment of the Alien Labour Act so as to compel the Department of Labour to get evidence and prosecute upon information being laid, and prohibiting the employment of aliens pending an appeal; (9) supporting the Co-Operative Societies Bill and denouncing the Senate for rejecting it; (10) demanding that detailed balance sheets as to income, expenditures, and assets be supplied the Government by all Insurance, Fraternal, or Loan Associations. The following officers were elected: President, Alphonse Verville, M.P., of Montreal; Vice-President, James Simpson, of Toronto; Secretary-Treasurer, P. M. Draper, of Ottawa. The Provincial Vice-Presidents chosen were R. P. Pettypiece for British Columbia; F. H. Sherman for Alberta; Hugh Peat for Saskatchewan; W. J. Bartlett for Manitoba; John Barnett for Ontario; Gustave Francq for Quebec; and C. W. Bleakney for New Brunswick.

The 6th annual meeting of the rival organization—the National Trades and Labour Congress of Canada—which stood strongly upon a platform of antagonism to International unionism —was opened at Quebec on Sept. 15 with a formal welcome from Mayor Sir George Garneau, and with George Marois, President, in the chair. The Executive reported that Sir Wilfrid Laurier had received its official deputation on Apl. 2nd when they had presented the Resolutions of the 1907 Congress. It then made the following statement as to the Lemieux Act: "No Legislative enactment since Confederation has had so immediate and far-reaching an influence upon organized labour in Canada as the Industrial Disputes Investigation Act of 1907, known as the Lemieux Act. From the official reports of investigations of disputes under the Act from its enactment on Mch. 22, 1907, to the present time, the majority of the unions involved have expressed satisfaction with the awards and as a result the principle of compromise, so powerful a factor in society as it is constituted to-day, has been recognized, the duration of strikes has been reduced, large strike funds have become less important as a fighting weapon and outside interference has not only become unnecessary but even a cause of loss of public sympathy." The Congress was earnestly urged to appoint an organizing officer to form purely Canadian labour

unions and the new designation for themselves of "The Canadian Federation of Labour" was suggested. Friendly relations were reported with the Canadian Federation of Textile Workers and with the Provincial Workmen's Union of Nova Scotia. Various amendments to the constitution were made, including the recommendation as to change of name, and the creation of Provincial bodies. Some 30 Resolutions were passed of which the more important may be briefly summarized.

1. Recommending a Provincial measure to limit the hours of industrial labour for women and children to 55 per week.
2. Asking that pilots be prevented from also performing the duties of captains.
3. Asking for deep-water wharves at Lévis, for improved legislation as to the competency and duties of captains on steamers, for the construction of larger dry-docks at Quebec, for the appointment of Provincial inspectors of scaffoldings and more sanitary inspectors in Hospitals.
4. Protesting against allowing British immigrants hired by the C.P.R. Company, being allowed to replace Canadian labour.
5. Urging the taxation of logs exported to the United States, and asking that Government works be executed by tax-paying citizens of the Dominion.
6. Asking for an increased duty on barrels imported from the United States.
7. Requesting that all Election lists be prepared within 30 days of each Dominion or Provincial Election; that men doing Government work on armouries etc., be paid according to the schedules of Government contracts; that the Quebec Government increase the salaries of school teachers and provide against the election of School Commissioners who can neither read nor write.
8. Declaring that the Quebec Government should create public libraries in the chief centres of the Province and that the Department of Labour should be separated from that of the Post Office.
9. Expressing appreciation of the services of Mr. Mackenzie King to organized Labour, approving the principle and desirability of Co-operative societies, and urging the passage of the Ottawa Bill.
10. Declaring that the time had come for Old-Age and Disablement Pensions for Canadian workmen, and asking the Governments of Quebec and Ontario to establish Museums of Safety Appliances for the prevention of accidents.

Officers for the year 1908-9 were elected as follows: President, J. W. Patterson, Ottawa; Vice-President, G. LeClerc, Montreal; Secretary-Treasurer, George Mercure, Ottawa; General Organizer, T. J. Griffiths, Montreal; Vice-President for Quebec, Owen Brunet, and for Ontario, H. Kaakee. The Fishermen's Union of Nova Scotia held its 4th annual meeting at Halifax on Sept. 3-5. D. Scott was re-elected President, Leonard Theriault was chosen Vice-President and B. Cummings of Port John, N.S., Secretary-Treasurer. The chief Resolutions urged the provision of better transportation for fish products, a bounty of one cent each for dog-fish, the repeal of the canning license law, the Government purchase of all seed lobsters and their return to the fishing grounds; declared the lobster fishery law to be a failure, asked for amendment of the size-limit, and urged the prohibition of steam trawlers, steam drifters and other destructive appliances

in these Fisheries; advocated Old-Age Pensions for fishermen and a rebate of duty on gasoline engines to men in their industry; requested amendment of the Spring herring regulations on Sydney River and prohibition of the use of seines in shallow water fisheries operated by a method called "tricking."

The 4th annual Convention of the Federation of Textile Workers of Canada met in Montreal on Sept. 5-7; re-elected Wilfrid Paquette President and appointed J. A. Renaud Secretary-Treasurer; and passed Resolutions condemning "any reduction in wages put in force by employers without previous notice," asking for a 55-hour week for women and children in factories, and requesting the Provincial Government to appoint more Factory inspectors with greater powers. A motion as to strikes was also approved declaring that all differences leading to a strike or lockout should be carefully and conscientiously considered by the Executive; that all possible means of conciliation should be employed before a strike is declared; that every declaration of a general strike should be valid only when two-thirds of the affiliated local unions, after being consulted, should regularly ask for the same, and the Executive Council at a general plenary meeting should approve of it. The 3rd annual Conference of the International Iron-Moulders' Board of Ontario was held in Toronto on Sept. 4-5. The membership was stated at 2,000. J. R. Thatcher of Guelph was elected President and it was declared by motion that Labour should have more representatives in the House of Commons. At Moncton, N.B., on Nov. 5th, the International Railway delegates of the Brotherhood of Railway Employees met and dissolved this branch of an international body and re-organized as the Canadian Brotherhood of Railway Employees with A. R. Mosher, Halifax, as President and M. M. MacLean as Secretary-Treasurer. Its membership was stated at about 1,000. The 19th Convention of the Canadian Association of Stationary Engineers was held at Windsor, Ont., during August and the Ontario Government asked to relieve members of a condition under which some difficulty was said to exist in obtaining certificates. Charles Kelly of Chatham was elected President.

Canadian and International Labour Problems

During 1908 there were 69 Labour disputes in Canada as against 149 in 1907 and 138 in 1906; with 26,232 employees affected as compared with 34,694 in 1907, and 26,014 in 1906. The great event of the year in this connection was the Canadian Pacific Railway strike. Coming at the commencement of a period of business revival and at a season very near to the crop-moving period it created much discussion and considerable anxiety in the public mind. The trouble was a long-pending one, the grievances complained of somewhat technical, some of the assertions made by the men difficult of absolute proof. The chief issues were the Company's alleged intention to grade wages, the overlapping of

apprentices, the elassifieation of eertain employees, the proposed treatment of men on eastern and western lines upon a similar basis or sehedule and without regard to the differenee in ordinary wages and the varied eost of living in different seetions of the eountry. The men elaimed that the C. P. R. was trying, in a variety of hidden ways, to weakcn and gradually destroy their Unions; the Company pointed to their wages as the highest upon the continent, to their admittedly decent treatment of employees, to their absolute denial of any intent to interfere with legitimate Unionism.

On Apl. 1st, 1908, the Company posted a notiee caneelling, after May 1st, the existing agrcements with its employees on the Western lines and substituting new rules as to the definition of maehinists and boiler-makers, the proportion of apprentiees to journeymen in eaeh trade, the hours of labour in roundhouses, the duties of helpers to maehinists, and the method of dealing with grievanees. On Apl. 21 the Machinists asked the Ottawa Department of Labour for a Board of Coneiliation and Investigation under the law. The Railway objected but finally appointed a representative in Mr. C. P. Fullerton of Winnipeg, the Department appointed James Somerville of Toronto for the men and, eventually, as Chairman, Mr. P. A. MeDonald, Master-in-Chambers, Winnipeg. In June the Company withdrew its representative on the ground that it eould not agree to treat its eastern and western divisions on exaetly the same basis and the Department thereupon appointed in his plaee Mr. G. F. Galt of Winnipeg though without the sanetion or approval of the Railway. The Board then eontinued its investigation until July 17th when it submitted two Reports to the Department—the minority one being signed by Mr. Somerville. The Canadian Paeific Railway, under protest and in the interests of peaee, agreed on July 29th to aeeept the majority report; the men on the 31st notified the Department that this majority report was unaeceptable to them and on August 5th they went out on strike. As the pay-roll of the meehanieal department of the Railway was about $250,000 a week and the average per man was $4.00 a day the loss to the 7,000 men involved was a heavy one.

As a rule, in Canada, strikers have a good deal of public sympathy on their side; usually the press shews a strong tendency to eritieize or oppose corporations in these struggles; often there is mueh to be said for the men. In this ease public opinion was not very aetively expressed. The press was more burdened with a sense of responsibility and the national importance of the issue involved than usual; it did not definitely tell the men they were wrong—exeept in a few cases—but there was a tendeney to hint that the time was inopportune and the action unwise, with an under-eurrent of opinion that the publie would not stand the strike very long, and that the erop must be marketed whatever the grievanees of the past or the immediate issues to the many men con-

cerned. There was no sympathetic strike and under the Lemieux Act 30 days' notice was necessary for such action; though everything possible was done to promote one and Mr. J. H. McVety, the organizer of the Western machinists, was in Chicago just before the difficulty reached a head, consulting with the Executive of the American Federation of Labour.

The strike lasted until Oct. 5th when the Award of the Conciliation Board (majority report) was accepted by the Machinists, etc., after it had been found that the Company had secured a large number of men and was apparently able to get along without the strikers. It, however, agreed to take reasonable steps to find employment for the men and not to exercise discrimination against them. There were some special considerations in connection with this trouble. One was the elaborate study of the situation by the Conciliation Board before it reported—witnesses of all kinds being examined and many meetings held at Winnipeg, with several sessions at Moose Jaw; another was the comparatively little violence practised by the strikers although some bitterness of feeling was shewn at Montreal, Brantford, and Moose Jaw. Messrs. Bell Hardy, Chairman of the Federated Trades of the C.P.R., and J. H. McVety, Secretary, were much to the front during the struggle and at its close Mr. Hardy's acceptance of the Award created dissatisfaction in Western Labour circles which, a little later, compelled the retirement of both men from their positions. Some political capital was also aimed at by the parties in Manitoba, during the current general elections, as a result of the final settlement. At one stage of the dispute (Sept. 24) the Dominion Trades and Labour Congress asked Sir Wilfrid Laurier to intervene in order to avert a serious check to Canadian progress and instanced President Roosevelt's intervention in the Pennsylvania Coal strike. The Premier replied by saying that the Industrial Disputes Act had already provided an impartial tribunal, its decision had been made public and accepted by the Company and he could not, under the law, do anything more.

The other important strike of the year was that of the Cotton Mill operatives in Quebec Province. On May 4th and succeeding days some 2,300 employees of the Dominion Textile Co. and the Montreal Cotton Co. at Valleyfield, Hochelaga, St. Henri and Magog, left work on account of a reduction of 10 per cent. in their wages to meet current conditions of trade depression; and then the Montreal Cotton Co. closed its Valleyfield works entirely and threw 3,000 more men out of employment. By the end of May some 6,000 employees were out. During June the strike was settled by the Dominion Government appointing a Commissioner to inquire into the condition of the Cotton industry. Many of the men returned to work though it was some time before the mills were in full operation again. During the year there were 13 strikes in the building trades of Canada, 8 in metals, 5 each in

wood-working, textiles, and clothing, 7 in transport, and 10 in mining. Of the total (69) 18 were caused by demands for increased wages, 14 by a reduction in wages, and only one was sympathetic in nature. As to settlement of strikes 23 were disposed of by work being resumed on the employers' terms, 13 by negotiation, and 5 by granting the strikers' terms. Of the whole number settled 43 ended in favour of the employers, 12 in favour of the men, and 9 were compromises. The Ontario Bureau of Labour Report for 1908 shewed an average wage in 536 industrial establishments of $459.15 per year and the average proportion of wages to profits as 25·34 per cent.

As to unemployment during the year the winter of 1907-8 shewed many men out of work owing to the depression—estimates giving at one time 2,000 in Toronto, 1,000 or more in Hamilton, 500 in Brantford, 800 in Berlin, about 200 each in Brandon and Regina, 900 in Calgary and 600 in Edmonton, 300 in New Westminster, 1,000 in the Nanaimo mining district, and so on. In the succeeding winter of 1908-9 conditions were better owing to the settling-down process which had been going on, the checking of immigration, and the sending back of "undesirables" to the Old Country. Figures are not available at the time of writing but Charitable associations at the close of the year reported a great improvement in the demands upon their resources. The increasing activity of business, the greater spirit of confidence amongst the people, the splendid crop of 1908 and its estimated monetary return of $432,000,000, helped in this general improvement. Wages, generally, were on a lower level than in 1907 and the tendency in manufacturing and in lumbering continued downward. The retail prices of commodities, on the other hand, shewed little change except that necessities like butter and eggs cost even more than before.

The official inquiry by Mr. Mackenzie King into the condition of Quebec's textile industry and its employees brought to light some interesting facts as to the considerable use of child labour in the factories and the absence of any general increase of wages during the past 25 years although there had been specific cases of advancement. It caused friction amongst the officials of the Federation of Textile Workers, the retirement of its President, A. Gignac, who declared that the Cotton Company had treated the operatives well and the accession of Wilfrid Paquette to chief place in the Labour organization. Other incidents of the Labour problem throughout Canada during 1908 included the strike at Owen Sound of C.P.R. freight handlers and the riot of May 11 when 8 men were injured in a fierce morning fight; the declaration of the Montreal Shipping Federation on Feb. 19th that wages of the 'longshoremen at that point must be cut to the figures which prevailed before the 1907 strike with, however, a bonus of 2½ cents an hour for men working right through the season and that in

Quebec the same rates must prevail with a net reduction of 10 cents per hour; the decision by Judge Lampman at Victoria, B.C., on June 12th, which awarded $250 damages and costs against the local Bricklayers' Union in an action brought by L. Graham to test the right and financial responsibility of unions for interference with non-unionists in legitimate employment; the riot at Weston, Ont., by striking iron-moulders on June 21 when Mr. T. L. Moffat and 6 non-union employees in his works were brutally maltreated while returning from church; the success of the Metal workers on appeal before the Judicial Committee of the Privy Council in the famous Metallic Roofing Company case when, on July 30, a new trial was ordered; the action of the Collingwood machinists in compelling the closing of the ship-building works at that place as a result of their refusal to accept the lower wages rendered necessary by existing business conditions.

The international relationship of Canadian Unions was an important element in the year's record. Mr. Draper of the Dominion Labour Congress told the Ottawa *Citizen* on Sept. 29th that "unswerving fidelity to the cause of international trade unionism" was one of the strongest features in the Canadian Labour movement. Upon the other hand Sir Alphonse Pelletier, Lieut.-Governor of Quebec, in addressing the National Congress which represented the opposite view (Sept. 22) described internationalism as meaning discord, disunion, and Socialism. "What need have you of foreigners to manage your affairs and to defend you from the injustices of which you may be the victims? You have I know, in your own ranks, men capable enough to take your cause in hand. I tell you frankly that I am opposed in principle to strikes, which are always injurious to those affected by them, and I am confident that workmen belonging to National unions are not partisans of these strikes. If you should have to decide on a strike, be prudent, observe the laws and do not allow yourselves to be utilized by strangers coming from a country where the labour conditions are altogether different from those of Canada." The Dominion Congress, however, was in close union with the American Federation of Labour; the Western Federation of Miners had a strong Canadian influence and branches in British Columbia, in Alberta, and latterly at Cobalt; the United Mine Workers of America obtained during the year a footing in Nova Scotia.

Hence the importance in Canada of the United States Supreme Court's decision on Feb. 4th that the boycott was illegal in the Republic; of the appeal to Congress by the American Federation on Mch. 19th, with delegates from 87 national and international Labour organizations, for a law which should change this condition of affairs; of the sentence to imprisonment of Gompers and Mitchell and other United States Labour leaders on Dec. 23rd for attempts at preventing the sale of a certain Company's productions; of the public declaration by Mr. Verville, M.P., on the 26th

that "American capital has decreed that Mr. Gompers and his companions shall go to gaol, and it is my opinion that it will succeed sooner or later in placing those Labour chiefs behind the bars of prison cells, but when that happens it will be a sad and terrible day for American people and one that may shake the American Republic to its foundations." At the Denver annual meeting of the Federation a dozen Canadian delegates were present and it was decided to accept Toronto's invitation for the 1909 meeting. Mr. Samuel Gompers, who was re-elected President, made the following reference to Canadian conditions in his opening address:

> To-day the organized workers in Canada breathe the same aspirations, harbour the same ambitions, and struggle for the same end, namely, the elevation and betterment of the masses of toilers who suffer not only from the slings and arrows of outrageous fortune, but from the oppressive and unjust laws and their prejudiced administration, uncivilized conditions surrounding the every-day work of men, women and children, and more than the thousand and one ills that affect the flesh. Unbounded enthusiasm is the keynote of the movement in Canada. In every Province throughout Canada, from British Columbia in the West, to Nova Scotia in the East, the uplift has begun. The eyes of the toilers are at last open to the futility of dependence upon others than themselves; they see the necessity for strong international organizations.

On the other hand the National Trades and Labour organization at Ottawa issued a circular in September denying the progress of internationalism and repudiating its alleged benefit to Canadians; claiming that on certain figures adduced by Mr. Gompers the 150,000 members of such unions in Canada paid twice as much to the American Union headquarters as they received; declaring that the 377 officers, organizers and representatives of the latter in Canada were living off the local organizations. This document expressed great amusement at the idea of Americans giving more than they received even in labour interests; if they did not do so where was the benefit of internationalism? It was freely asserted at the Halifax meeting of the Dominion body that at Denver an effort had been made to reduce Canada's representation to the level of a State as against a national delegation. In connection with the Alien Labour Act there were many complaints as to workmen being brought in during the C.P.R. strike and some of the Montreal unionists wanted the law changed so as to apply to British as well as Foreign labour. An important legal decision in this general connection was that of Mr. Justice Cross at Montreal dismissing an appeal from Judge Choquet's preceding decision under which it was declared that skilled labour of a kind not obtainable in Canada, and for the creation of a new industry, could be imported under contract.

In Nova Scotia the prolonged efforts of international unionism to obtain a footing were partially successful during 1908. The Provincial Workmen's Association, a local mining federation, had hitherto held the field in the Maritime Provinces with some 10,000

members and had always resisted the approaches of the Dominion and National bodies. The United Mine Workers of America had for some time, however, been striving for an entrance and was able to point to its 300,000 members, its advocacy of higher rates of wages, its influence and legislation in various States of the American Union. Organizers came into the Province and the agitation went on apace during this year. One of these men came across Mr. J. J. Hughes, M.P., and in the Commons on May 12 the latter gave his version of what followed. He stated to this man that in his opinion "our labour unions and railway brotherhoods were quite capable of managing their own affairs without the interference of professional agitators from the United States; that there was one kind of legislation I would promise to support in advance and that would be legislation to prevent him and men like him from coming into this country to stir up trouble where none existed and to manufacture grievances." Early in the year 8 lodges of the Provincial Workmen's Association voted for amalgamation with the United Mine Workers and on May 23rd a meeting of 100 delegates from the Order as a whole assembled in Halifax to deal with the matter of either expelling these lodges or dealing in some other way with the issue raised. Although the charters had already been revoked the Grand Council decided to admit their delegates to the Conference.

Two schools of thought were heard—one declaring that amalgamation would strengthen the Association in case of a serious strike; the other that the P. W. A. at present was better organized than the United Mine Workers, that it represented all the miners in the Province and had already obtained much useful legislation at Halifax. Finally, with the Grand Master, S. B. McNeil, in the chair, a referendum was decided upon and the members were left to settle the question by voting for maintenance of the Provincial organization, with certain specified reforms, or union with the United States Order—the latter really involving the disbanding of the lodges and formation of new ones. With a few returns not included the vote on June 24th stood 2,746 for amalgamation and 2,346 against it—the Unions of Cape Breton and Cumberland voting for union and those of Inverness and Pictou strongly against. A prolonged fight followed and as the year drew to a close it became apparent that the American organization would enter the Province in any case, and that a minority of the P.W.A. would join it while the majority would repudiate the Referendum and retain their independence. On Sept. 17th the Grand Council voted against union by 44 to 27 and on Nov. 18 the 30th annual meeting of the same body took place at Halifax and a Resolution was passed giving the Executive power to expel any lodge declaring for union with the United Mine Workers.

Canadian Immigration and Its Relation to National Development

During the years 1896-1908, 1,209,437 immigrants arrived in Canada and of these 950,000 came in after 1902. Upon 248,249 a bonus had been paid to agents abroad—according to a statement in the Commons by Hon. Mr. Oliver, Minister of the Interior, on Mch. 18th. The problems created by the settlement and absorption of these people were perhaps more troublesome than serious, but they certainly created wide discussion and more than one angry controversy. Of those coming from Foreign countries only 87,414 took out naturalization papers between 1902 and 1908, according to a statement issued at Ottawa on July 29th, and yet in those years 289,000 had come in from the United States and 271,000 from continental Europe. Little was heard of this question, however, or of the large immigration from European, or non-British countries, in either press or Parliament. Discussion turned chiefly upon the comparatively small influx of Japanese and Hindus and upon the occasional individual failures coming from England herself. The year 1907 had been a banner year in Canadian immigration and, unfortunately, had also been the scene of a sudden financial depression. As a result certain changes took place in the official and popular attitude toward this question.

From a wide open country with bonuses to emigration agents, a welcome to every kind of decent immigrant and unlimited promises of work and wage, the Dominion became extremely cautious in its policy. Farmers were still welcome and capitalists even more so, but, as to the rest, the crowded towns and heavily-taxed charities spoke forcibly. A warning was issued early in the year against coming out during the winter and all Government agents were instructed to discourage emigration and to insist that each emigrant have $25.00 over and above his steamship and railway fare. The result was that everyone waited and toward the end of March, 1908, some 10,000 people were said to be on the ocean coming to this country. To *Canada*, a London journal, the Hon. Frank Oliver said on Mch. 21 that "a system of inspection would be extended to all charitable and philanthropic societies or organizations operating in England, whether using public money or funds provided by public generosity, so that persons whom they proposed sending to Canada might be subjected to inspection by the officer representing the Canadian Government Emigration Department in London as to their antecedents, both morally and physically, and as to their general suitability for settlement in this country; such persons to be allowed entry into Canada only upon presentation of a proper certificate from the Assistant Superintendent of Emigration and to be subject to exclusion or deportation in the usual way if successful in obtaining admittance to Canada in contravention of these regulations." The Minister intimated that there was a plentiful demand for farmers and farm-

labourers, railway workers, and domestic servants, and stated that during 1907 there were 141 rejections and 441 deportations of British immigrants. As to the class of labour just mentioned it had been announced on Feb. 13th that the bonus paid to agents in continental Europe (especially Germany and Sweden) would be doubled as an encouragement to immigration of that kind. In *The Globe* of Apl. 6 Mr. W. D. Scott, Commissioner of Immigration, had an elaborate review of past and present policy.

In Parliament the subject was seriously discussed. Mr. F. D. Monk (Cons.) moved on Apl. 13th that "while recognizing the importance of legitimate, well-directed efforts to encourage desirable immigration this House declares that it is time to cease paying a bounty at so much per head to agents for immigrants coming to Canada." He pointed out that in the four years, 1904-7, the United States had received 4,225,453 immigrants bringing with them $97,000,000; that $8,755,350 were collected in head-tax and 45,000 persons debarred as undesirable; that thousands of these latter were rejected at the Canadian frontier and were probably still in Canada; that of the Canadian immigration from Dec. 31, 1897 to Dec. 31, 1907, 467,393 were British, 351,654 from Continental Europe, and 351,839 from the United States. He claimed that in the years 1901-6 the Census returns of the Western Provinces showed a smaller settlement than was compatible with the Interior Department's statement of immigrants settled in the West and that there was a shortage of 200,000 persons somewhere; he declared that a large proportion of the bonused as well as free immigrants to Canada passed through to the United States. The Minister of the Interior replied and then Mr. Armand Lavergne denounced the English Church Army for bringing in "hooligans, scamps, loafers and drunkards"; and attacked the Interior Department as not being very anxious to secure the Frenchmen or Belgians who were proving such thrifty and successful settlers in the West. His whole speech was in favour of restricted immigration and exclusion of "foreign" populations—amongst whom were included those of the British Isles! "We may well expect that in the very near future the Canadian-born population will be at the mercy of the Foreign-born population and will become an insignificant minority."

Mr. A. Verville, President of the Dominion Trades and Labour Congress, followed on Apl. 14 and denounced bonuses and aided-immigration of every kind while Mr. H. H. Miller made a plea for more German settlers. The debate continued on the 23rd when Mr. W. F. Cockshutt quoted the East End Emigration Fund, the Self-Help Emigration Society, the Salvation Army, the Church Army, the Church Emigration Society, the Central Unemployed Body and the Central Emigration Board, as giving the Government hints in regard to regulations for preventing undesirable immigrants coming to Canada. Mr. Ralph Smith (Lib.-Lab.)

endorsed the Government's policy and Mr. J. G. Turriff stated that out of the immigration in 1901-8 Ontario got 243,417, Quebec 164,371, Manitoba 230,946 and Saskatchewan and Alberta 299,-949; that during 1905-7 Canada debarred 1,575 and deported 424. Sir Wilfrid Laurier concluded the debate and estimated that the immigrants in 1907, alone, added $12,000,000 to the productive wealth of the country. Various Liberal speakers had, of course, defended the Government's bonus system, and Mr. Monk's Resolution was voted down by 95 to 42.

The official figures of immigration for the year ending Mch. 31, 1908, shewed a total of 262,469 as compared with 222,702 in 1907. Of these 58,312 came from the United States; 120,182 were from the United Kingdom of whom 90,380 were English; 14,268 were Galician, 11,212 Italians, 7,712 Jews, 7,601 Japanese, 6,281 Russians, 2,623 Hindus, and the rest scattering. The annual Report of Mr. W. J. White, Inspector of Agencies, to the Superintendent of Immigration at Ottawa, stated that the 58,000 immigrants from the United States brought with them money and effects valued at $52,000,000. Mr. G. Bogue Smart, Inspector of British Immigrant Children, reported that practically all of those sent out were proving good material for citizenship, that there were 60,000 more available in British charitable institutions, that the safeguards surrounding the work were adequate, and that the supply of these children did not nearly meet the demand.

The English immigrant during 1908, as before, had to bear the brunt of much discussion and to face the difficulty of personal ignorance as to ways and manners in a new country, of local prejudices helped by innumerable and almost invisible American influences, of physical and natural conditions which it would inevitably take a year or two to overcome, of labour jealousies and rivalries which were asserted at times in an almost hostile manner. Mr. Bruce Walker, Canadian Commissioner of Emigration in London, reported early in the year that the work of English charitable and religious societies was giving him much anxiety and that the class sent out by these organizations were not, as a rule, desirable citizens. He suggested regulations of which the greater part were afterwards carried into effect. Meanwhile the British Welcome League in Toronto reported dealing with and helping 6,000 immigrants in the preceding year and the Salvation Army, through its officers D. C. Lamb and Thomas Howell, vigorously defended its immigration and social work. They claimed that the unemployed trouble rose chiefly from a class who would not work on farms and not from men brought out by the Army. To the Toronto *News* on Aug. 17 Colonel Howell said: "We deny the charges of the Labour people that we have been flooding this country with immigrants. This year we had as many as 100,000 inquiries from those who thought of coming to Canada and we could have brought out 20,000 selected immigrants but, as a mat-

ter of fact, we are not bringing out more than 6,000 or 7,000, in all, this year. Seven vessels that we intended to use for the year have been cancelled. Every immigrant that we have brought to Canada this year we have had a place ready for." An incidental illustration of English success was given in the Western press by pen pictures of the settlement and prosperity of Tisdale, Sask.

The American inrush of settlers continued during the year and occasionally raised questions of a political nature. No difficulties of a social, or economic, or charitable kind were, however, visible. The immigrant from the United States found his place much easier in Canada than did the settler from within the Empire. Knowledge and similarity of conditions explained the fact to some extent. Of this continued flow of population from the States the Chicago *Tribune* on Apl. 24th said: "Many farmers are crossing the line of the United States into the Western Provinces of Canada. The movement has attracted widespread attention. It has been encouraged by systematic work of publicity and promotion. The boomer has used all sorts of advertising devices to emphasize the advantages of the new country. That his services have been effective is undoubted." Later in the year there was a change in the character of a portion of this migration and the Canadian authorities had to appoint a number of inspectors along the United States border to prevent American unemployed workmen from coming across to Canadian cities in too great numbers. As to the political aspect of the question Louis Corbally had an article in the June *National Review* outlining the influence of this American invasion upon life and thought and character in the West; Jules Fournier in the Montreal *Nationaliste* quoted from this article and concluded that the Western Provinces in ten years would form a part of the United States; a Detroit (U. S.) correspondent of the Manitoba *Free Press,* on June 5th, declared that it was not annexation but independence that this movement would bring about. The more probable reading of the situation is that these settlers would make good Canadians but could not be expected at first to have much British spirit or sentiment.

The Hindu question continued to trouble the politicians and the Labour organizations during 1908. It would have been well in discussing this question if the Canadian press had been able to separate the elements involved. A portion of the two thousand Hindu settlers in British Columbia was made up of Sikhs, ex-soldiers and a brave and hardy race; the other portion was composed of Bengalis, a softer, more effeminate race, frequently hostile to Britain and not trustworthy in character or statement. The distinction was, however, never made clear in dealing with the problem. The Dominion Government passed an Order-in-Council on Jan. 8 under which, and in pursuance of its policy of restricting Asiatic immigration from any country of merely temporary residence, such as Hong-Kong or Hawaii, instructions were given

to deport 146 Hindus. Legal proceedings intervened and on Mch. 24 Judge Clement of the British Columbia Supreme Court declared that the Governor-General-in-Council could not delegate his powers in Immigration matters to any Minister or official as was done in the Order-in-Council specified. The Hindus were consequently released. In the Commons on Apl. 8 the Minister of the Interior's Bill to legalize this policy was discussed. It aimed to give Canada fuller control in respect to the exclusion of undesirable immigrants and its chief provision was that immigrants not arriving by through ticket from the country of their birth, or of which they were citizens, could be excluded under regulation. The necessity for this had been shewn by the influx of Japanese from the Sandwich Islands and of the Hindus from Hong-Kong.

The autumn of the year evolved a new project for the settlement of the Hindu question which, however, seemed to be already disposed of by the people themselves getting employment, settling down to work, and proving fairly good citizens. The new plan was said to have resulted from negotiations between Sir Wilfrid Laurier, Lord Strathcona and the Governor of British Honduras (Colonel Swayne) and it involved the transport of the whole colony, under defined conditions as to work and remuneration, to Honduras, for the building of local railways. An official of the Interior Department was in Vancouver in October and discussed the proposal with local Hindu leaders. It was at first received favourably and delegates were sent at the Government's expense to see the country, the character of the work, and the conditions involved. The delegates on their return seem, however, to have given unfavourable reports and various agitators, backed up by undoubtedly seditious Hindu organizations in Seattle, persuaded their people to refuse the offer and to even treat the Government Commissioner with rudeness.

Meantime Mr. Mackenzie King had been sent to London by the Government to see if some arrangement could be made as to the checking of future immigration of this character. On May 6th the Report of this mission and its results was issued and shewed that much attention had been given by the Imperial authorities to the matter; that it had been agreed to include Canada amongst the countries to which, by the terms of the Indian Emigration Act of 1883, coolies under contract were forbidden to emigrate. "With the danger of importation of native labour under contract or agreement removed, there remain for consideration only such classes as might desire to emigrate from India of their own initiative, or as having left India and gone elsewhere, might be induced to emigrate to this country. To the immigration of the latter class the regulation of the Canadian Government requiring continuous passage from the country of which they are natives or citizens, and upon through ticket, should prove an effec-

tive bar, whilst as to the former the same regulation and warnings issued by the Government of India, and greater care, which it may reasonably be expected Steamship companies will exercise in future, should prove a real deterrent." In addition to this the Government of India issued warnings to meet the false representations of interested parties and the Steamship companies were notified that the Governments concerned objected to this particular form of emigration activity.

The Japanese question is discussed elsewhere as being more of a political than an immigration problem. Incidents of the year in this general connection included rumours and charges of ill-treatment made by Galician and other Foreign-speaking labourers against some of the Railways; the interesting statement made by Sir Mortimer Clark in a Toronto speech on Mar. 17th that many of the supposedly English immigrants, who were finding trouble in Ontario, had been born of Foreign parents who had migrated to the British Isles; the extraordinary revelations from time to time of debauchery and fanaticism and dense ignorance amongst the Doukhobors of the West and the refusal of the Dominion Government to interfere in preventing their crazy wanderings from place to place; the passage of an Order-in-Council in June requiring Chinese immigrants to have $200 in their possession when arriving in Canada; the steady increase in French-Canadian migration to the West, either from Quebec or from their United States settlements, and the growth of this population at Vescourt in the vicinity of Saskatoon, at Morinville and St. Paul des Métis, in the Edmonton district, and in the far Peace River region; the letter of W. T. R. Preston, Canadian Trade Commissioner in the East, dated Nov. 25th, and widely published in the press, which dealt with his emigration work in London, with the North Atlantic Trading Company affair, and with a vigorous defence of his personal honour and political reputation; the new activity of the Ontario Government in deporting persons who had become inmates of lunatic asylums since their arrival from Great Britain and the official statement that on Dec. 31, 1907, there were 4,573 Canadian-born inmates of insane or other asylums in that Province and 1,517 of British and Foreign birth—544 English, 439 Irish, 223 Scotch, 112 United States and the rest scattering; the appointment in January of Mr. Bruce Walker, Emigration Commissioner in London to replace Mr. Obed Smith as Immigration Superintendent at Winnipeg and the latter's transfer to London.

Canadian Forestry and Pulp-Wood Questions

Developments of a Continental character during 1908 made the Forest resources of Canada a subject of international as well as local importance. The steady depletion of the wood supply everywhere in North America; the growing cost of the forest product as fuel, as raw material for manufacture, and in the making of paper; the great and developing public interest in Forestry and

in varied methods for conserving the supply which remained; the action taken by President Roosevelt along these lines in the States and by Earl Grey in Canada; the talk of removing the tariff on lumber and pulp-wood in the Republic and of imposing an export duty in the Dominion—formed a combination of conditions which requires consideration here.

Canadian forest resources were and are supposed to be immense; but they have their limitations. According to the 1903 estimate of the Superintendent of Forestry there were, on lands owned and controlled by the Dominion, about 192,000,000,000 feet of merchantable timber. According to other official estimates there were 1,248,798 square miles of forest area in Canada as a whole. But these figures may give an exaggerated impression. Mr. B. E. Fernow, Dean of the Toronto University Faculty of Forestry, told the local Canadian Club on November 10th that "Canada is not, as the school geography says, rich in timber. Compared with its size, or the timber of the United States, it is rather poor, if by timber you mean trees that are thick and that may be cut into logs for lumber or otherwise shaped for use in the arts. Undoubtedly Canada is a woodland country; tree growth of some kind covers perhaps more than fifty per-cent. of her territory; but if commercially valuable forest growth is considered—land covered with or capable of producing timber of saw-mill size, located in sufficient quantity, and accessible for commercial exploitation—not ten per-cent. will be found to be of that description." He declared that the actual area of commercial saw-mill timber did not probably exceed 50,000,000 acres in British Columbia, with 300,000,000 feet of timber, and that the Atlantic Provinces might have as much more. This would not supply the full requirements of the United States for more than 20 years.

Of course such a survey did not touch the great northern belt of forest as to which all is more or less conjecture. As to this Mr. R. H. Campbell, Superintendent of Forestry, in his annual Report stated that "the inquiry made by a Committee of the Senate during past Session shewed that the natural resources of the northern districts of the West are greater than the public has any idea of"; while Mr. J. F. Wittson, of the Ontario Department of Lands and Forests, pointed out in an address during April that the demand of Canadian railways for ties would soon amount to 32,000,000 feet a year and that in New Ontario there were 30,000,000 acres of forest available for this purpose if properly safeguarded—though at the present output there would be a famine in 15 years.

In one respect Mr. Fernow was emphatic in the address mentioned above: "Forest fires that destroy the young growth of the trees and the underbrush of old forests mean doom to the timber. These fires are the disgrace of a nation that, despite the expenditure that is made, fails to cope with the danger. Ignorance is at

the bottom of much of it. Carelessness that is morally criminal accounts for the rest. Every citizen should feel it in his own interests and duty to bring about laws that will put an end to such fires." These fires were everywhere in 1908. The Fernie fire in August saw miles of blazing forest as well as the destruction of the town and serious damage to other places, to mines and mining, to railways and lumber companies; the Province of British Columbia as a whole lost during the season an estimated total of $5,000,000 in forest fires; in the country east from Fort William and Port Arthur great fires raged during September and burnt over a wide forest area; around North Bay and Sudbury in the Parry Sound district, and around Pembroke, forest fires wrought further havoc at the same period; in the lumbering country around St. Stephen and near St. Martin's, New Brunswick; in the vicinity of Barrie, Huntsville, and Orillia, Ontario, around Haileybury and Cobalt in the Temiskaming country; in the Megantic district of Quebec and all directions around White Horse, Yukon Territory; in the vicinity of Duncan's, Ladysmith, Nanaimo and other points on Vancouver Island; forest fires of more or less serious import wrought damage and loss. Despite all existing laws and regulations these fires seemed to increase rather than diminish as the years advanced and the timber increased in value. A great evil in this connection was dealt with by the Toronto *Globe* on Nov. 14th when it described the dry brush-heaps left by lumbering operations as the chief element in developing and spreading these fires and urged regulations looking to their destruction or removal.

Of course much was being done in many directions. More and more forest land was being put aside for Dominion or Provincial park purposes; new Dominion regulations were issued in 1908 governing its Forest Reserves of 16,312 square miles; more than 50 fire-rangers were engaged in traversing and watching these areas and acting as a fire preventive service; the co-operative tree-planting scheme of the Federal Forestry Department was distributing nearly 2,000,000 trees annually; an Inspector of Forest Reserves was appointed during the year, squatters were evicted from such lands, surveys were carried on, fish and game reserves were set apart in the Rocky Mountains; the fire protection service was extended to the Peace River region and that of the Churchill and a number of inspectors appointed; considerable experimental work on tree-planting was carried on and statistical work undertaken as to the lumbering, pulp-wood and other interests; the Canadian Forestry Association, backed up by the personal influence of the Governor-General and Prime Minister, was earnest in its efforts to arouse public opinion. This body appointed an organizing Secretary during the year and increased its membership to 1,516.

At its annual Conference in Montreal on Mch. 12 Mr. H. M. Price, of Quebec, presided and with him as speakers were Sir

L. A. Jetté, Lieut.-Governor of Quebec, Hon. S. A. Fisher, Minister of Agriculture, and Archbishop Bruchési. Mr. Price, in his address, referred to the valuable information given as to Northern timber resources in Mr. R. E. Young's official volume "Canada's Fertile Northland"; urged prohibition of the export of small spruce trees from Quebec to the United States for Christmas purposes; suggested reciprocity in pulp-wood relations with the United States rather than reprisal. Mr. Fisher, in speaking, declared that the Dominion Government was enthusiastically earnest in doing all that was possible to preserve Forests under its control; described Canada's past attitude toward this great "reserve of wealth" as wasteful, extravagant, and unscientific; stated that "in the near future the whole eastern slope of the Rocky Mountains will be established as an inalienable Forest Reserve"; spoke of the Eastern farmer as traditionally imbued with the idea that trees were an enemy to agriculture; described the progress of the Interior Department in planting millions of trees on the Western prairies in order to conserve moisture and break the winds; spoke of the special necessity of preserving in blocks of forest lands the sources and reservoirs of all great rivers; urged the lumbermen to discontinue the "crude and wasteful methods" of the past and to take more care of a priceless asset.

Various addresses followed on this day and on Mch. 13th from Mgr. J. C. K. Laflamme, Dean of the Faculty of Arts, Laval, E. G. Joly de Lotbinière, A. H. D. Ross, and others. Mr. Joly described rough pulp-wood as increasing in price from $4.25 per cord in 1899 to $7.50 in 1907 and the total product exported to the United States as growing from 369,217 cords to about 1,000,000 cords. Mr. Ross urged the co-operation of the railways and settlers with the fire-rangers; Mr. C. G. Piché, Provincial Forester in Quebec, stated that 5,400,000 acres of forest area in that Province belonged to the farmer, 45,000,000 acres were leased to the lumbermen and 8,000,000 acres remained in a virgin state; Mr, Elihu Stewart, from a wide experience, declared the duty of Governments in this respect as being (1) to retain control of the forests, (2) to preserve them from utter destruction, (3) to grant privileges under certain conditions for the use of the mature timber crop, (4) to preserve the growing crop for future use, (5) to exact a reasonable royalty from those who profit by obtaining privileges. Dr. R. E. Fernow declared that if the soil was denuded of its productive forest cover by axe and repeated fires and exposed to a consequent wasting of the waters the result, in certain geological formations, was an actual loss of stability, a total change in nature, a removal of the thin soil from the surface, and creation of a rocky desert; A. Bergevin, M.P.P., described 78,000 workers, or 400,000 people, as dependent upon the Forest industry of Canada and pointed to 108,800,000 acres in Quebec as having been placed in Forest Reserves during the past four years.

Resolutions were passed (1) impressing upon the Dominion and Provincial Governments the urgency of special fire patrols and other protective measures; (2) urging the Governments of Ontario and Quebec to re-acquire from the private owners areas of broken or waste land for the purpose of forming small forest reserves; approving the Forest policy of the Ontario Government as shewing increased efficiency in the fire-ranging service, an extension of forest reservations and the marketing of timber under Forestry rules and technical supervision. His Excellency the Governor-General continued as Patron of the Association and the Prime Minister as Hon. President; W. B. Snowball, of St. John, was elected President, Thomas Southworth of Toronto Vice-President, and A. H. D. Ross, Secretary, with an influential list of Provincial Vice-Presidents. The export of Forest products in the fiscal year 1908 was $38,506,000 without manufactures from wood; in 1907 it had been $45,285,000.

There were other notable incidents of the year in this connection. Mr. C. F. Lindmark, Mayor of Revelstoke, and a leading lumberman, advocated a Provincial College of Forestry in British Columbia; W. H. Breithaupt of Berlin declared in Toronto, on March 5th, that re-afforestation of the sources of the Grand River would greatly increase its water-power, the value of farm lands in the vicinity, and its commercial importance; a British official Commission reported alarm as to conditions in Canada and the United States from which countries one-third of the timber supplies of the United Kingdom came and stated that prices of some varieties had risen 40 per cent. in the past 20 years; the Council of the Montreal Board of Trade asked, on May 13, for a Federal Commission of Inquiry into Canadian forests and water-powers; G. O. Buchanan of Kaslo, B.C., delivered an elaborate address before the Nelson University Club on May 9th dealing with the preservation of Canadian Forests—especially from the fires which destroyed so many products of the growth of centuries; complaints came from Alberta of the destruction of the forest supplies of Edmonton by fire and lumbering operations—the logs already coming from 100 miles up the river; Dr. Fernow told the Nova Scotia Lumbermen's Association on July 1st that a shortage of natural forest supplies was then in sight.

The Pulp-wood problem in Canada was increasingly discussed during 1908. It was at once a question of international character, of diverse Provincial interests, of Dominion political policy, of the quantity of natural resources available. The United States had awakened to the depletion of its forest resources and the necessity of importing pulp-wood from Canada in increasing quantities; to the value and importance of Canada's still unknown supplies and the pulp requirements of paper-makers and newspapers; to the possibility of a Canadian export duty on pulp-wood and the possible necessity of removing the existing American duty on lum-

ber and wood-pulp; to the fact that the United States was using half the world's supply of sawn timber and in a couple of decades would have to import much of it from Canada; to Mr. Gifford Pinchot's statement that $50,000,000 worth of timber was lost every year through forest fires. A Conference of State Governors was called by the President and held at Washington; a Conference of the United States, Canadian and Mexican Governments was invited by President Roosevelt in December to discuss on Feb. 18, 1909, the international conservation of natural resources. Mr. Pinchot, Chief Forester of the United States, conveyed the invitation in person to the Canadian Government on Dec. 29, and it was duly accepted.

Canada's primary position in the pulp-wood matter was its possession of the best and only remaining important spruce forests of the continent. Other conditions were that the United States supplies of poplar were following those of spruce and hemlock to a greatly diminishing point and that Canadian exports of spruce to the United States were increasing 25 per cent. in a single year; that United States lumber interests and wasteful American methods were getting a vital hold upon Canadian forests in the Atlantic Provinces, in Quebec, and in British Columbia, particularly; that while Ontario demanded the mill-work upon its timber to be done in Canada Quebec still refused to follow this policy. The United States view of the situation was variously expressed. The American Publishers' Association demanded the removal of the United States duty on wood-pulp and print paper while President Roosevelt in a special message to Congress on Mch. 25 made this recommendation: "Our forests need every protection, and one method of protecting them would be to put upon the free list wood-pulp, with a corresponding reduction upon paper made from wood-pulp, when they come from any country that does not put an export duty upon pulp-wood." A Special Committee of Congress in examining the conditions of the problem heard John Norris of the Publishers' Association on May 5th and he stated that in 1906 the paper-makers had imported 614,646 cords of pulp-wood, worth $2,747,902, from Canada to use in their industry. On May 28 an interesting Report of the majority of this Committee postponed action till the autumn and made this significant statement: "Any policy that would give the Canadian mills a preferential advantage over American mills in obtaining the raw material at a low price must inevitably result in the dismantling of American mills and the ultimate dependence of American publishers upon Canadian mills."

In addressing the National Educational Association at St. Paul on Aug. 18 D. C. Seitz of the *New York Herald* declared that the proceedings before this Committee "revealed with exceeding plainness the fact that unless Canada is opened up to us the price of paper must continuously increase." To the above Committee on

Sept. 17th N. M. Jones, of a Lincoln (Neb.) Pulp and Paper Co., said: "Unless we can get our material as cheap as the Canadian mills do we will have to quit business for we can not compete with them. The only thing I see to do," added Mr. Jones, "is to make a treaty with Canada whereby the tariff on wood-pulp would be cut off if our mills were allowed to purchase pulp-wood in Canada at the same figures that Canadian mills do." As against the Canadian arguments for an export duty on this product American lumbermen claimed that in many parts of the Dominion water-powers were lacking, that the present trade was very profitable to the farmers of Quebec, in particular, and that in the event of such a duty the United States manufacturers would raise prices rather than move their mills.

The Canadian view of the question was complicated by local and other considerations. Quebec interests opposed an export duty and profited greatly by existing conditions; its Provincial Premier, Sir Lomer Gouin, expressed himself on Mch. 6th as in favour of a Federal Commission to inquire into the whole question; French members of the Commons were apparently a unit in opposing proposals for an export duty; the Canadian Press Association did not express itself definitely and seemed to fear the undue exportation of Canadian paper to the United States if the duty was removed; the Canadian Pulp and Paper makers at a meeting in Montreal on Apl. 15 unanimously asked the Dominion Government to prohibit the export of pulp-wood and to appoint a Commission of Inquiry into Canadian water-powers and timber limits and the effect of prohibiting pulp-wood export upon the paper industry; Hon. J. D. Rolland, President of the Canadian Manufacturers' Association, at its annual meeting (Sept. 17), declared himself strongly favourable to prohibition and a Resolution was unanimously adopted by the Association along that line; W. B. Snowball, President of the Canadian Forestry Association, favoured the same policy while Hon. L. J. Tweedie, Lieut.-Governor of New Brunswick, was opposed to it.

The question was discussed in different forms by the Canadian Forestry Association at its annual meeting. Mr. Fisher, Minister of Agriculture, did not seem to favour an export duty though he wanted the pulp and paper made in Canada; Mr. Robert Meighen described the Crown Lands of Quebec as being depleted for a nominal stumpage and hoped to yet see the day when American readers would have newspapers printed on Canadian-made paper from Canadian pulp; H. M. Price and A. Bergevin, M.P.P., both supported the Quebec Premier's suggestion of a Federal Commission. In Parliament the subject was brought up by Mr. E. N. Lewis, on Mch. 11, with a motion declaring that "such an export duty should be placed on the export of pulp-wood as will be sufficient to induce its manufacture in Canada and thus save to the labour of Canada the six millions of dollars now lost." He believed

that a loss of $20,000,000 yearly under present conditions was nearer the mark. He quoted Dr. Robert Bell's estimate that half the forest area of Canada, or 828,000,000 acres, is made up of pulpwood. At five cords to an acre this would be 4,144,000,000 cords or enough to supply the United States and Canada with 4,000,000 cords per annum for 1,000 years. Only a brief discussion of the motion took place and at a later stage in the Session (Apl. 29) Sir Wilfrid Laurier expressed his belief that before many years, if the present waste continued, Canada would be in want of timber. He promised the Government's consideration as to appointment of a Select Committee of the House to look into the subject.

The Orange Order and Its Public Attitude in 1908

From one public standpoint in Canada the Orange Order is essentially sectarian in policy, separatist in practice, disintegrating in effect; from the other it is liberal in advocacy, unifying and national in its work. Whatever the actual situation may be the principles of the Order are from time to time clearly put before the public and from an historical and political standpoint should be recorded here. The chief exponents of the opposite school of thought—the Roman Catholic Church and its religious Orders, the St. Jean Baptiste Association with its varied roots in French-Canadian soil, the semi-religious and partly fraternal organizations such as the Catholic Order of Foresters or the Knights of Columbus—did not and do not appear before the public as partisan, or political, or aggressive factors in public affairs and cannot therefore be dealt with in the same way as can the Orange Order and its views. Their exertions on behalf of religious education in schools and religious influence in every-day affairs were powerful but semi-silent forces in the community.

The Grand Lodge of British America, Loyal Orange Association, met in its 79th annual Convention at Midland, Ont., on May 27th with Dr. T. S. Sproule, M.P., in the chair. The growth of the Order was reported as satisfactory; the total membership as 71,832 of which 3,316 were in Manitoba, 1,265 in Saskatchewan, 535 in Alberta, 1,897 in British Columbia, 1,909 in Quebec, 13,451 in Ontario East and 24,845 in Ontario West; the increase in membership during 1907 was stated at 5,008 and the value of real property held as $769,891. The Grand Master in his address attacked what he termed the arrogant and persistent campaign of the Church of Rome against the educational system of England and proceeded as follows: "Coming nearer home, we have many instances which indicate the inroads she is constantly making on the rights of the people. The arrogance she displays in her disregard of law and authority is evidenced in the refusal of her clergy to obey the command of the Courts, to appear and give evidence as witnesses in civil and criminal suits. This shews the high-handed authority she exercises. Her justification for such refusal, viz., that belonging to a higher and ecclesiastical Court,

she is under no obligation to obey the mandate of the lower one, seems to be arrogant in the extreme." The principal Resolution passed was one in favour of a substantial Parliamentary contribution by Canada to the support of the Royal Navy.

Two days before this the Grand Chapter of the Royal Black Knights met, also at Midland. In his address Mr. J. F. Harper, Grand Master, denounced the "political Popery" of the Roman Catholics, urged aggressive Orange action and concluded in the following vigorous strain: "It is only necessary for the brethren and friends of civil and religious liberty to take a lesson from Rome, and act together; and in a few years every measure giving the Church of Rome exceptional privileges in this country, whether embodied in the Treaty of Capitulation, or in the British North America Act, will disappear and all classes in this country be placed upon an even footing." Speaking at the Mount Forest meeting of the Ontario West Grand Lodge on Mch. 11 Dr. Sproule declared that Roman Catholics received an undue share of appointments in the Government Departments at Ottawa. "In the Printing Bureau there were two years ago 388 Roman Catholics and 149 Protestants. I am told that now the numbers are 525 and 75 respectively. Of the 78 pages and messengers of the House of Commons 58 were Roman Catholics and 20 Protestants, and of the 67 pages and messengers in the Senate 42 were Roman Catholics and 25 Protestants."

Mr. H. C. Hocken, Managing Editor of the Orange *Sentinel,* urged that the Protestant missions in Quebec be supported with more abundant funds. "Unless Quebec becomes Protestant it will be atheistic like France. There is no city in Canada where atheism and anarchy prevail as they do in Montreal."* The Provincial Grand Master, E. T. Essery of London, in his annual address on this occasion, emphasized the Order's attitude in a purely Ontario connection: "There is only one flag and there should be only one school, and that the Public School where the sons and daughters of every citizen, Protestant or Roman Catholic, should sit at the same desks, learn from the same books, pass the same examinations, and in after life become a united people; and the time has come when the Orangemen of Ontario should say to the Government of the Province, Conservative or Reform, that there shall be no further encroachments upon the Public funds of this Province by the Separate Schools, or by the schools of any religious denomination, except at your peril."

In his address to the New Brunswick Grand Lodge in its 65th annual meeting at St. John, on Mch. 17th, the Rev. R. G. Fulton, Grand Master, stated two noteworthy points in his personal observation—the growing indifference of Protestants to the claims of their religion and the catering of politicians to the Roman Catholic vote. The following Resolution was passed: "That this Provincial Grand Lodge place on record its disapproval of the growing prac-

*Note—Toronto *Globe* report of Speeches, Mch. 12, 1908.

tice of politicians and others in recognizing the alleged principle that because a member of a certain faith once holds a public position in the gift of the Canadian people such position on his retirement becomes the sole right of another of the same religious persuasion; and that we believe the public positions of this country should be filled by citizens of good repute, absolutely irrespective of their class or creed, and as all men are equal under the law, so should they be in custom and practice."

To the 59th Grand Lodge meeting in the Province of Quebec in March Mr. Thomas Gilday, Grand Master, described the Orange Order as the "greatest organization which ever existed for the advancement of pure Protestantism," and then made the rather contradictory statement that "our whole desire is to have one grand national school system established." The Alberta Grand Master, S. P. Fream, told his annual meeting at Okotoks on Mch. 17th that: "The School question is still the one requiring the earnest attention of all good Orangemen, and until the educational system of Alberta is placed on a purely national basis it behooves our Association to ever bear in mind that herein lies our greatest work. A fight is always more likely to be won when the subject is a definite one and we know what we want." The Saskatchewan Grand Master, T. J. Pollock, at Moose Jaw on Mch. 4th, stated to his Grand Lodge that in their Province men had been found who "for the sake of securing a temporary lease of power, were willing to sacrifice the rights of the people of this Province at the dictation of a Papal Ablegate." The Grand Masters of the various Orange Organizations, elected during 1908, were as follows:

Organization.	Designation.	Name.	Address.
Grand Orange Lodge of British America	Grand Master and Sovereign	Dr. T. S. Sproule, M.P.	Markdale.
Grand Black Chapter, Royal Black Knights of Ireland	Grand Master	James F. Harper	Hamilton.
Grand Orange Lodge of Ontario West	" "	E. T. Essery	London.
Grand Orange Lodge of Nova Scotia	" "	Major H. J. Harrison	Halifax.
Grand Orange Lodge of Ontario East	" "	George Boyce	Merrivale.
Grand Orange Lodge of Quebec	" "	J. C. Singleton	Montreal.
Grand Orange Lodge of New Brunswick	" "	Rev. R. G. Fulton	Woodstock.
Grand Orange Lodge of Prince Edward Island	" "	Rev. D. McLean	Charlottet'n.
Grand Orange Lodge of Manitoba	" "	Thomas Sharpe	Winnipeg.
Grand Orange Lodge of Saskatchewan	" "	Simpson Shaw	Gainsboro'.
Grand Orange Lodge of Alberta	" "	J. Carmichael	Strathcona.
Grand Orange Lodge of British Columbia	" "	D. C. McLaren	Vancouver.
Provincial Grand Black Chapter of Ontario West	" "	Lieut.-Col. A. E. Belcher	Southampton.
Provincial Grand Black Chapter of British Columbia	" "	Edward Bush	Mission City.
Loyal Orange Young Briton Association	" "	J. M. Thompson	Kemptville.
Orange True Blues of British America	" "	G. E. Hill	Toronto.
Ladies' Orange Benevolent Association	Grand Mistress	Mary Cullom	Toronto.
Protestant Association of Prentice Boys	Grand Master	James Warham	Belleville.

Incidents of a character which aroused sectarian discussion in certain quarters during the year included the election, or pre-election, attacks of the Orange *Sentinel* upon Sir Charles Hibbert Tupper; the denunciation by the same paper of the Roman Catholic attitude towards mixed marriages; the declaration from the same source that Mr. L. P. Brodeur would be impelled to resign the Ministership of Marine were it not for his racial affiliations and the reply by certain French-Canadian speakers and papers that the Conservative attacks upon the Department and Minister were chiefly because of the latter's race; a Toronto lecture by Rev. W. Walsh of Brampton, on Mch. 24, in which he urged Orangemen to organize and work, get into the party caucus and politics, and abolish separate (Catholic) schools root and branch; the denunciation of Dr. Sproule in the House of Commons on Mch. 23rd for the sectarian character of his recent Orange speeches and in connection with his request for returns as to the religious belief of Government employees in the Departments; a discussion of the Western Separate school question in the House on Apl. 21 led by A. Lavergne, supported by J. G. H. Bergeron (Cons.) and shared in by Hon. A. B. Aylesworth and the Premier—the last of whom described Mr. Bergeron as trying to be more Catholic than the Pope.

The Temperance or Prohibition Movement in Canada

This question was an issue in every Province of Canada during the year and can be best dealt with in detail as a Provincial concern. Taken as a whole, however, the matter of better Temperance conditions, or the complete prohibition of the Liquor Traffic, had certain Federal aspects. In the fiscal year ending Mch. 31, 1908, the excise tax totalled $16,013,662 as compared with $14,201,534 in the fiscal year 1906, and $13,126,593 in that of 1904. Of the 1908 total $7,537,979 came from spirits, $1,485,386 from malt, $5,656,880 from tobacco, $1,184,180 from cigars. The quantity of spirits upon which duty was collected, in distillery or warehouse, totalled 4,252,317 proof gallons in 1907-8 as against an average of 3,725,147 proof gallons in the previous four years; the malt manufactured in Canada during 1907-8 was 99,577,829 pounds as compared with an average of 83,635,528 pounds in the previous four years; the total manufactured product in tobacco, cigarettes, etc., was 17,238,977 pounds as against the preceding 4-year average of 14,892,190 pounds. The annual consumption in Canada of spirits per head was ·889 gallons in 1908 as compared with ·645 in 1888 and 1·124 gallons in 1869; that of beer was, respectively, 5·812, 3·247 and 2·290 gallons. The chief centres of the cigarette industry in 1908 were Hamilton with a production of 19,000,000 and Montreal with 356,000,000; in cigars London produced 34,000,000, Toronto 23,000,000, Montreal 70,000,000, and the rest of the country, 7,800,000.

According to official figures the number of Canadian distilleries and breweries, etc., in the Census year 1881 was 170 with $5,982,790 of invested capital, 1,732 wage-earners, $694,822 paid for labour and a product valued at $6,618,867;* in 1906 the number was 131, the capital $24,533,081, the wage-earners 3,047, the wages paid $1,437,068 and the value of products $12,167,045. In 25 years the capital invested had, therefore, quadrupled in amount and the product doubled. Besides these figures it was estimated that wholesale and retail liquor dealers numbered 5,890 with some 12,000 employees. The arrests for drunkenness in Canada ranged from 9,237 in 1901 to 17,640 in 1907. As against the liquor interests, in a political or moral sense, advocates of Prohibition claimed that they should have the support of 12,000 churches with an estimated 2,200,000 of communicants. Temperance papers asserted that the amount of money spent yearly in the Dominion on intoxicating liquors was $70,000,000 and in Ontario alone they placed the figures at $24,000,000. From the Government and public standpoint there was the fact that total or Federal Prohibition would involve a loss of revenue to the Provinces amounting to at least $700,000, a loss in Dominion Excise duties of $16,000,000, with tariff duties of another $6,000,000. To a young country, which required so much money for development purposes this would, of course, be a serious problem.

Such were the statistics of the question in or about 1908. There could be no doubt that during this year the "Temperance wave," as it was beginning to be called in Canada and the States, made considerable progress. Prince Edward Island was entirely under Prohibition; in Nova Scotia very few places outside of Halifax and Sydney had any licenses; in New Brunswick the Scott Act or local prohibition measure was strongly urged on public attention. In Ontario the number of licenses had been steadily reduced by the pressure of public opinion from 6,185 in 1875 to 2,691 in 1906 and the process continued during 1907-8; in Quebec active efforts were made by the Roman Catholic authorities to cut off licenses and promote abstention from liquor drinking; in Manitoba the Liberal party endorsed a Temperance policy and the Government enforced a high license one. The Board of Moral and Social Reform in the Presbyterian Church of Canada published a pamphlet reviewing the policy of the Church on these questions. Prohibition was to be the goal of its efforts, the object of its advocacy, but where that was for the time impossible it would work with others in curtailing the Liquor traffic by local veto, in abolishing the bar-room and the treating evil, in eliminating the element of private gain from the sale of liquor.

NOTE—*The Pioneer*, Toronto, Aug. 28th, 1908.

Meanwhile, owing either to the natural qualities of the people or to the persistent efforts of the Temperance reformers, Canada ranked in this year of record with Australia as, per head of its population, the most temperate civilized country in the world. Canadian banquets and public dinners were more often without liquor than with it; Temperance organizations were everywhere and the pressure upon public men in a political direction was unceasing. The people of Quebec, while opposed to Prohibition, were yet personally most temperate in their habits and they went far to make the average liquor consumption of Canada a low one. Moral and Social Reform organizations were formed during this year in Ontario, Saskatchewan and other Provinces. In Toronto an effort was made by the Temperance interests early in 1908 to reduce the local licenses from 150 to 110 but for technical and legal reasons the by-law was quashed in the Courts and the matter left over for another year. As a result of the energetic 1908 campaign of the Temperance element in Ontario the early days of 1909 saw some 50 licenses cut off in different parts of the Province under the Local Option Law; in the new City of Prince Rupert, B.C., John Houston and his paper *The Empire* put up a vigorous fight for a "no license and dry town."

The obstacles in the way of the Prohibition thus aimed at were, of course, many and they varied in force as the wave of public opinion rose and receded. There were many thousands in Canada who believed in temperance or voluntary abstinence, or in the temperate use of liquor, but who considered total prohibition as intemperate, violent and unfair. There were from time to time obvious illustrations of the uselessness of municipal or district or county prohibition as a real preventive of drink; there were evidences of the necessity of liquor-selling in order to maintain hotels in small places; there were clear proofs of Local Option resulting in the sale of bad liquor in worse dives; there was the old and war-worn fact that too often prohibition did not prohibit. A large public opinion in Manitoba and Ontario, probably a majority in the year 1908, believed in high license, restricted and guarded sale, stringent regulations as to hours of selling, and elimination of brewers' or distillers' control over license-holders. This was the policy of the Roblin and Whitney Governments; it was, in the main, the idea of the Church authorities in Quebec pending the time when moral suasion and personal education would wean their people from the drinking habit or desire. The profound conviction in many minds that Prohibition was coercion and that there was nothing actually wrong in drinking a glass of ale or whiskey, though there might be evil in the abuse of it, was another factor in the struggle. The officers of the chief Temperance organizations in Canada were as follows during 1908:

Association.	Jurisdiction.	Chief Officer.	Name.	Address.
Dominion Alliance for the Suppression of the Liquor Traffic.	Dominion	President	J. R. Dougall	Montreal.
Sons of Temperance	Ontario	Grand Worthy Patriarch.	T. C. Ward	Toronto.
" "	New Brunswick.	" " ..	Rev. C. P. Flemington.	Pointe de Bute.
" "	Nova Scotia	" " ..	John A. Scott	St. Croix.
" "	Prince Edward Island.	" " ..	Rev. E. S. Weeks ...	Bideford.
Royal Templars of Temperance.	Dominion	Dominion Councillor	James Hales	Toronto.
" " " ..	Ontario	Grand Councillor ...	W. J. Armstrong	West Toronto.
" " " ..	Quebec	" " ...	J. H. Spicer	Montreal.
" " " ..	Manitoba.....	" " ...	C. F. Czerwinski	Winnipeg.
" " " ..	Saskatchewan and Alberta ..	" " ...	R. A. Magee	Wolseley.
Independent Order of Good Templars.	Manitoba and North-West.	Grand Chief Templar	Rev. R. Marteinsson.	Winnipeg.
" " " ..	Ontario	" " " ..	John Eagleson	Ottawa.
" " " ..	New Brunswick.	" " " ..	J. V. Jackson	Moncton.
" " " ..	Quebec	" " " ..	W. H. Lambly.....	Inverness.
Toronto Temperance Federation.	Toronto	President	John Wanless, jr....	Toronto.
Temperance Alliance ...	Nova Scotia	"	Rev. J. W. Aiken ...	Halifax.
Sovereign Grand Priory Knights Templars.	Ontario	Supreme Grand Master.	A. A. Campbell.....	London.
Canadian Temperance League.	Toronto	President	Arthur Martin.....	Toronto.

The Canadian Clubs and Questions of the Day

The influence of this widespread popular movement continued unabated during 1908. Between 30 and 40 organizations, bearing the same name and having the same object, yet with no formal link of union, met at Luncheon in all the centres of Canadian thought once a week, or as often as they could get speakers, and listened to a half-hour address from an authority, or someone entitled to speak, upon questions of current interest or potential importance. The object of these Clubs may be described as one of self-instruction—the knowledge to be obtained from the speaker, guest, visitor, or, as Mr. Kipling described him, "the victim tied to a steak and expected to speak for half-an-hour." In some places, however, the gatherings were more general and were more like ordinary public meetings held in the evenings. No political purpose was served, the subjects discussed were selected usually by the speaker himself, the organizations were purely local and spontaneous in both creation and control. They did, however, help each other in obtaining speakers—especially through the early knowledge of the Ottawa Club as to coming visitors; and they came together in harmonious action upon the occasion of the Quebec Tercentenary and in connection with Lord Grey's Battlefields scheme.

Some new clubs were organized during the year. A public meeting was held at Quebec on Jan. 28 and certain preliminaries of formation carried out though nothing very much seems to have been done in the way of further effort. At Regina, Sask., on Jan. 9 a Club was organized with over 100 chartered members. Mr.

Justice Newlands was elected President; Commissioner A. B. Perry of the R. N. W. Mounted Police 1st Vice-President; F. W. G. Haultain, K.C., M.L.A., 2nd Vice-President; H. C. Lawson, Secretary-Treasurer and H. V. Bigelow Archivist. A Club was formed at North Battleford, Sask., on Oct. 8 with D. S. Walker as President, C. B. Reeves Secretary and K. Anderson Treasurer. At Truro, N.S., on Jan. 14 organization was effected with Dr. J. B. Hall as President; Principal M. Cumming of the Nova Scotia Agricultural College and the Rev. A. B. McLeod as Vice-Presidents; Dr. S. L. Walker as Secretary and Hugh McKenzie Treasurer. Several Women's Canadian Clubs were also formed during 1908 including one at Toronto on Apl. 21st with 200 members. Lady Moss was chosen President, Mrs. R. A. Falconer and Mrs. B. E. Walker Vice-Presidents, and Mrs. G. G. Burnett Secretary. North Bay had organized a similar Club on Feb. 21st with Mrs. E. T. Lounsbury as President and St. John on Apl. 4th with Lady Tilley as President, Mrs. Robert Thompson and Mrs. E. A. Smith, Vice-Presidents, Mrs. D. P. Chisholm Secretary and 70 charter members. At the annual meeting of the Winnipeg Club on Nov. 28 Mrs. Sanford Evans was re-elected President and a membership of 555 reported.

At the annual meeting of the Canadian Club, Toronto, on Apl. 27, R. Home Smith was elected President, J. F. McKay and K. J. Dunstan Vice-Presidents, R. J. Dilworth Treasurer, Newton MacTavish Literary Correspondent and J. H. W. Mackie, Secretary. A paid-up membership of 1,400 was reported. The membership of the Ottawa Club was reported at 931 early in the year and that of Winnipeg at 907, that of Victoria was 284 with many others seeking admission, and that of St. John was over 500 at the end of its first year. An interesting feature of these organizations was the appointment of Literary Correspondents in many of the Clubs who were given special charge of the speaking arrangements for the year and of any publication which the Club might issue. In Winnipeg W. Sanford Evans filled this office during 1908, in Fort William J. R. Lumby, in St. John A. M. Belding, in Ottawa C. Frederick Hamilton, in Calgary W. J. Grigg, in Montreal W. D. Lighthall, K.C., in Victoria J. H. Lawson, Jr., in Woodstock, Ont., J. M. Gunn, in Saskatoon G. P. Armstrong. The principal Canadian Clubs and their chief officers in 1908 were as follows:

Place.	President.	Secretary.
Toronto	R. Home Smith	J. H. W. Mackie.
Winnipeg	William Whyte	J. B. Mitchell.
Fort William	Dr. M. B. Dean	H. C. Houston.
Victoria	Judge P. E. Lampman	Frank I. Clarke.
Ottawa	Gordon C. Edwards	Gerald H. Brown.
Vancouver	J. J. Banfield	J. N. Ellis.
Truro	Dr. J. B. Hall	Dr. S. L. Walker.
Stratford	C. A. Mayberry	J. H. Smith.
St. John	Dr. T. D. Walker	G. A. Henderson.

Place.	President.	Secretary.
Regina	Judge H. W. Newlands	H. C. Lawson.
North Battleford	D. S. Walker	C. B. Reeves.
Halifax	Dr. C. F. Fraser	H. B. Stairs.
Edmonton	Colonel E. B. Edwards	C. Ross Palmer.
Guelph	R. L. Torrance	Dr. A. T. Hobbs.
Montreal	E. Edwin Howard	George Lyman.
Brantford	W. G. Raymond	E. R. Read.
Hamilton	W. M. McClemont	P. B. Pennington.
Woodstock	Malcolm Douglas	J. Henry Orr.
Collingwood	W. A. Hogg	S. M. Mathews.
Barrie	R. L. Barwick	G. N. Miller.
Moncton	F. McDougall	R. W. Hewson.
Perth	John A. Stewart	W. P. McEwen.
London	Frank Lawson	A. M. Overholt.
Brandon	Rev. A. P. McDiarmid	J. R. Little.
Belleville	Judge G. E. Deroche	J. L. Hess.
Camrose	F. Pike	F. L. Farley.
Saskatoon	J. A. Aiken	J. D. Gunn.
Port Arthur	Rev. J. C. Walker. / W. H. Nelson	W. Corcoran.
Dawson	Dr. Alfred Thompson	W. J. O'Brien.
Toronto (Women's Club)	Lady Moss	Mrs. G. G. Burnett.
St. John "	Lady Tilley	Mrs. D. P. Chisholm.
North Bay "	Mrs. E. T. Lounsbury	Mrs. H. McIntyre.
Winnipeg "	Mrs. Sanford Evans	Mrs. W. F. Osborne.

In the important matter of placing Lord Milner's views before the public Canadian Clubs did good service during the year; as to organized work their principal achievement was the aid given in making clear to many minds the historical significance of the Plains of Abraham to Canada and the Empire, in promoting a National Park on the field of conflict, and in obtaining funds to further the Governor-General's work in that respect. On Jan. 15th at the call of H. E., Lord Grey, through the Canadian Club, Ottawa, a meeting of delegates was held in the Governor-General's business office to discuss the best means of securing these historic battlefields to the people of Canada in connection with, and as a part of, the Tercentenary Celebrations. Support and co-operation were pledged from all parts of the Dominion by Canadian Club representatives who included J. A. Chisholm, K.C., Senator William Ross and Senator D. Mackeen from Halifax; Dr. J. W. Daniel, M.P., Hon. W. Pugsley and S. D. Scott from St. John; W. H. D. Miller, E. F. Surveyor and W. D. Lighthall, K.C., Mrs. R. Wilson Reford and Madame Dandurand from Montreal; John Turnbull and E. Douglas Armour, K.C., from Toronto; A. W. McCurdy and Hon. William Templeman from Victoria; Hon. T. P. Coffey and Major Beattie, M.P., from London; C. R. McCullough and Dr. D. G. Storms from Hamilton; F. D. Kerr, Peterborough, W. F. Cockshutt, M.P., Brantford, J. A. Stewart, Perth, H. Lennox, M.P., Barrie, G. Smith, M.P., Woodstock, Dr. S. T. Hobbs, Guelph, M. S. McCarthy, M.P., Calgary, William Whyte, Winnipeg; Hon. Frank Oliver, Edmonton, and Rev. J. H. Courtney, St. Thomas; James Conmee, M.P., and W. H. Wilson, Port Arthur; P. E. Campbell and F. D. Davies, Cornwall.

The following Resolution was passed unanimously upon motion of Messrs. McCullough and Surveyor: "That this Conference of representatives of the Canadian Clubs of Canada heartily approves of the principle of acquiring the Quebec Battlefields as a National Park for a memorial of the heroes of Great Britain and France who rendered the locality forever illustrious by their valour and whose races, anciently descended from allied stocks, have founded and formed the United Canadian people." Other motions were passed promising the help of individual Clubs in forwarding this object, congratulating the Governor-General upon his initiation of the movement, and appointing a Central Committee composed of William Whyte, Winnipeg (Chairman), H. P. Hill, Ottawa, and Gerald H. Brown, Ottawa (Hon. Secretary), to co-operate with other organizations. At a public meeting in the evening addresses were delivered by His Excellency, Sir Wilfrid Laurier, Mr. R. L. Borden and others. During the next few months good service was done in the movement by addresses delivered before Canadian Clubs at various points by Senator G. W. Ross, W. L. Mackenzie King, C.M.G., and others.

Of the projects dealt with by these Clubs, or some of them, reference must be made to a meeting at Winnipeg on Dec. 12, with 300 members present, when addresses were delivered by American authorities in the matter of international exhibitions and with a view to promoting a Western Canada Exposition to be held in 1912. A motion was passed appointing a Committee to co-operate with other public bodies in impressing this idea upon the public mind. The Canadian Club of Camrose, Alta., was the first in Canada to depart from the rule of organization as a luncheon or dining Club and to establish itself in a local club-house. The new building was formally inaugurated by the Lieut.-Governor on Oct. 27th. At the other end of the Dominion the Canadian Club of Halifax undertook to raise a fund of from $15,000 to $20,000 for the purpose of erecting a Memorial Tower in commemoration of the 150th anniversary of the establishment of Parliamentary institutions in Nova Scotia. To this object Sir Sandford Fleming promised to contribute $100 and a suitable site with surrounding park and grounds. Mr. J. A. Chisholm, K.C., then President of the Club, received on Sept. 28 a letter from Lord Milner endorsing the idea and enclosing a subscription.

Other incidents of the year included the singing at some of the Club functions of a new song written by W. J. Dowler of Victoria, B.C., and entitled "Canada's Song of Freedom"; a banquet given by the Canadian Club, Victoria, to 100 South African Veterans on Paardeberg Day, 1908, and including an eloquent speech from Hon. D. M. Eberts, K.C., as to the meaning and significance of the anniversary; an active advocacy by the same Club of flying the Union Jack over the schools of the Province and of clothing the Victoria police in British rather than American uni-

forms; the scheme proposed by Mr. R. E. Gosnell of having an historical pageant in Victoria covering the anniversaries of Simon Fraser's exploration, the discovery of gold in the Fraser River and the completion of the Canadian Pacific Railway; the continued and enthusiastic work of the Club in Winnipeg, under Mr. J. B. Mitchell's leadership, looking to the more frequent flying of the Union Jack and the elimination of offensive demonstrations with the Stars and Stripes. The Vancouver Club on May 18, in luncheing Sir Frederick Bridge, introduced the precedent of having women present. Some of these Clubs during the year issued useful pamphlets or publications reviewing their work and the local speeches delivered, notably those of Toronto, Winnipeg and Fort William.

As to the speeches given before these Clubs during the year what can be said in a few words? They touched every variety of subject. Out of a list of 70 addresses in 1907, 30 had dealt with purely Canadian topics, 24 with the Empire or its Canadian relations, 5 with United States problems, 11 with miscellaneous matters. In a list of 1908 Addresses given a little further on in these pages over 60 were devoted to Canadian subjects, more than 30 to Imperial affairs, 4 to the United States, and a dozen or so to general topics. Lord Milner at Ottawa, Montreal, Toronto, Winnipeg and Vancouver made a distinct impression; Mr. R. E. Young of Ottawa brought the subject of Canada's great North-land before a number of these bodies; Mr. James White of Ottawa did new and valuable work in his address at Ottawa upon British diplomacy and Canadian boundaries; Mr. J. A. Macdonald of *The Globe* defined the problems of Canadian democracy at London as follows: "The problem (1) created by the enormous material wealth of Canada; (2) the problem of uninformed selfishness—a citizenship selfish and uninformed; (3) the problem of the part against the whole, based on a real or pretended fear of the people; (4) the problem of the incoming aliens; (5) the problem of the national idea; (6) the problem of international relations."

Lord Midleton in addressing the Club at Ottawa gave Canadians a new and more accurate view of British responsibilities and work in India than was generally prevalent; J. S. Ewart, K.C., in addresses before the St. John and other Clubs dealt with Canada's future as being a thinly-disguised Independenee; Sir Edgar Vincent told the Victoria Club something at least of the great work Lord Cromer had done in Egypt. Prineipal Peterson of McGill University addressed a number of Clubs in the Maritime Provinces and on his return declared (Montreal *Star,* June 9) that the great need of those three Provinees was combination—in Universities, in Technical education, in Agricultural Colleges, in Normal School training. An ineident of the year was the very general recognition accorded Mr. C. R. McCullough of Hamilton as the founder of the first Canadian Club, and, as such, he was elected an

Honorary member of the Hamilton organization. The following is a List of the chief addresses delivered at Canadian Club functions during the year:

Date.	Club.	Speaker.	Subject.
Oct. 8	Barrie	E. C. Drury	Rural Canada as a National Resource.
Oct. 29	"	J. C. Morgan, M.A.	Education and Citizenship.
Dec. 10	"	R. E. Young	Canada's Fertile North-land.
Jan. 31	Brantford	J. S. Willison	Social and Political Tendencies.
Apl. 9	"	Rev. R. G. McBeth	Settlement of the West.
Nov. 20	"	Very Rev. D. M. Gordon	Higher Education and the People.
Dec. 9	Brandon	Rev. J. W. MacMillan	Problems of Population.
Jan. 24	Calgary	Dr. H. M. Tory	University Ideals for Alberta.
Feb. 17	"	Hon. T. Mayne Daly	Canadian Confederation.
May 22	"	W. L. Mackenzie King	Battlefields at Quebec.
Nov. 19	Collingwood	Lieut.-Col. H. Clark	The Defence of the Empire.
Feb. 3	Edmonton	J. K. Cornwall	Canada's Great North-land.
May 2	"	Rev. Dr. C. A. Eaton	Canadian Problems.
Nov. 24	"	Hon. Frank Oliver	Canada's Progress and Unity.
Dec. ..	"	J. R. Boyle, M.P.P.	The Grain Trade of Canada.
Jan. 13	Fort William	Principal M. Hutton	The Ideal State.
Feb. 10	"	Dr. George Bryce	Historical Landmarks in Canada.
Mch. 30	"	Hon, Pascal Poiricr	The Georgian Bay Canal.
Aug. 31	"	J. A. Macdonald, M.A.	Public Opinion and Democracy.
Sept. 3	"	Major G. W. Stephens	The Waterways of Canada.
Nov. 5	"	F. W. Thompson.	The Heritage of Thunder Bay.
Apl. 13	Guelph	Cy. Warman	Labour and Capital.
Dec. 2	"	Chas. Marcil, M.P.	Canada and the Empire.
Feb. 10	Halifax	J. S. Ewart, K.C.	Lessons from the Conference.
Feb. 22	"	Dr. G.R. Parkin, C.M.G.	Canada and the United States.
Mch. 6	"	B. E. Walker, D.C.L.	Canadian Credit and Enterprise.
Mch. 27	"	Dr. Andrew McPhail	Protection and Politics.
May 30	"	Principal Peterson, C.M.G.	Education and Business.
July 30	"	The Lord Lovat	Closer Imperial Relations.
Sept. 11	"	Howard D'Egville	Imperial Co-operation.
Sept. 24	"	Dr. Edward A. Pace	Nucleus of a Nation's Life.
Dec. 4	"	Principal M. Cumming	Agriculture in Nova Scotia.
Feb. 19	Hamilton	Dr. R. A. Falconer	Canada's Educational History.
Feb. ..	"	F. D. Monk, M.P.	Canada's History.
Apl. 27	"	Hon. G. W. Ross	The Plains of Abraham.
May 26	"	Philippe Hébert, C.M.G.	Statue of the Queen.
Feb. 2	Lethbridge	Dr. H. M. Tory	University Education.
Jan. 13	London	J. A. Macdonald, M.A.	Problems of Democracy.
Nov. 20	"	Dr. R. A. Falconer	Education and National Life.
Dec. 4	"	T. Augustine Daly	Poetry and Humour.
Dec. 18	"	Rev. Dr. J. R. Teefy	The Vatican.
Jan. 6	Montreal	Sir John Jardine, K.C.I.E.	The Unrest in India.
Jan. 13	"	Hon. H. B. F. McFarland	Government of Cities by Commission.
Jan. 21	"	Hon. G. W. Ross	The Making of Our Constitution.
Jan. 27	"	Prof. E. F. Gay, Harvard	Recent Economic History.
Feb. 10	"	Wm. Jennings Bryan	Signs of the Times.
Feb. 25	"	Rt. Hon. James Bryce	What we Owe to Posterity.
Mch. 4	"	A. J. Dawson	Imperial Problems.
Mch. 10	"	Sir Edgar Vincent, M.P.	Egypt.
Nov. 2	" (Women's)	Lord Milner	Imperial Unity.
Nov. 16	"	Prof. S. B. Leacock	Union in South Africa.
Nov. 24	"	Dr. Richer	The Prevention of Tuberculosis.
Nov. 30	"	Prof. F. P. Walton	The Rebellion of 1837.
Dec. 4	" (Women's)	Miss Lilian Wald	Social Values of Settlement.
Dec. 7	"	R. E. Young	Canada's Fertile North-lands.
Sept. 4	Orillia	John S. Reid	Australian People and Resources.
Jan. 4	Ottawa	Lord Midleton	Unity of the Empire.
Jan. 15	"	H.E., Earl Grey	The Battlefields at Quebec.
Feb. 1	"	Dr. James Mills	The Railway Commission.
Feb. 15	"	Dr. D. Bruce Macdonald	Canadian Patriotism.
Mch. 7	"	Hon. R. F. Sutherland	The Poetry of Drummond.
Mch. 28	"	Hon. Rodolphe Lemieux	Relations with Japan.
Sept. 26	"	H. J. Mackinder	Canada and Empire Problems.
Oct. 31	"	Lord Milner	South African Development.
Nov. 8	"	Francis W. Hirst	The British Fiscal Problem.
Nov. 28	"	James White	British Diplomacy.

Date.	Club.	Speaker.	Subject.
Dec. 1	Ottawa	Prof. F. P. Walton	Lord Durham in Canada.
Dec. 21	"	Robert E. Young	Canada's Fertile North-lands.
Dec. 30	"	Gifford Pinchot	International Conservation of Forests.
Mch. 27	Perth	Frank Yeigh	Canadian Picture-Talk.
May 1	"	J. H. McFarland	Civic Problems.
Jan. 15	Port Arthur	Mayor J. J. Carrick	The Financial Situation.
Feb. 10	"	Cecil B. Smith	Modern Power Development.
Mch. 31	"	Hon. P. Poirier	Early Western Explorers.
May 23	"	Hon. Frank Cochrane	Forestry.
June 27	"	Rev. J. C. Walker	Broader Canadianism.
Nov. 10	"	James Conmee, M.P.	National Upbuilding and Industries.
Jan. 22	Portage la Prairie	R. T. Riley	The Money Stringency.
Feb. 24	Regina	Wm. Trant	Canadian Literature.
Mch. 14	"	Rev. Dr. John McKay	Canada and the Empire.
Mch. 28	"	Mr. Justice H. W. Newlands	Imperial Federation.
June 7	"	Chief-Justice Wetmore	The United Empire Loyalists.
Apl. 3	St. Catharines	Armand Lavergne, M.P.	The Future of Canada.
Jan. 14	St. John	Rev. Dr. Magill	Canadian Labour Question.
Feb. 7	"	J. S. Ewart, K.C.	Canadian Independence.
Mch. 26	"	Dr. Andrew McPhail	The Duty of the Canadian Man.
Apl. 21	"	H. B. Ames, M.P.	Canada's North-West.
May 29	"	Principal Peterson, C.M.G.	The True Imperialism.
Jan. 6	Toronto	Cy. Warman	Canadian Forest Resources.
Jan. 13	"	A. E. Stillwell	Progress of Mexico.
Feb. 3	"	D. B. Maclennan, K.C.	Law Reform,
Feb. 11	"	Wm. Jennings Bryan	National Ideals.
Feb. 17	"	John R. Mott	Missionary Movements.
Mch. 2	"	Prof. John MacNaughton	Politics and the Royal Military College.
Apl. 13	"	Rev. Abbé Choquette	Canadian Culture.
Apl. 21	"	Hon. G. W. Ross	The Problem of Senate Reform.
Apl. 27	"	Dr. Austen Aikins	Mental Development.
Oct. 23	"	Lord Northcliffe	Canada and British Capital.
Oct. 27	"	Lord Milner	Imperial Suggestions.
Nov. 16	"	C. C. James	Agricultural Problem in Ontario
Nov. 16	" (Women's)	Prof. C. W. Colby	Competition in Politics.
Nov. 25	"	Dr. J. A. Leonard	The Reform of Criminals.
Nov. 30	"	F. S. Spence	Street Railway Problems.
Dec. 7	"	Rt. Rev. Dr. C. D. Williams	Moral Bimetallism.
Dec. 7	" (Women's)	Prof. A. Shortt	Women and Modern Public Life.
Dec. 14	"	Prof. H. Muensterberg	The Prohibition Movement.
Dec. 21	"	Prof. W. G. Miller	Canada's Mineral Resources.
Dec. 30	"	F. S. Spence, A. W. Wright	License Reduction in Toronto.
May 18	Vancouver	Sir F. Bridge	Music in Canada.
Oct. 9	"	Lord Milner	Imperial Unity.
Feb. 17	Victoria	Sir Edgar Vincent	England in Egypt.
Feb. 27	"	Hon. D. M. Eberts, K.C.	Canadians in the South African War.
Mch. 17	"	A. J. Dawson	An Empire Career.
May 13	"	A. C. Flumerfelt	Resources of British Columbia.
June 8	"	Mackenzie King, C.M.G.	The Battlefields of Canada.
Aug. 25	"	Lieut.-Gen. Sir R. Pole-Carew	Empire Defence.
Sept. 11	"	Hamar Greenwood, M.P.	Problems of Empire.
Sept. 30	"	Moreton Frewen	The Silver Question.
Jan. 23	Winnipeg	Prof. E. Brydone-Jack	Development of Winnipeg.
Feb. 5	"	Rev. Dr. G. Bryce	Historical Landmarks.
Feb. 16	" (Women's)	Rev. Louis Drummond, S.J.	The French Element in Canada.
Feb. 19	"	J. S. Dennis	Irrigation in Alberta.
Apl. 4	" (Women's)	Miss Jones	National Ideals in Education.
Apl. 16	"	Frank Yeigh	Canadian Evolution.
May 12	"	Rev. Dr. C. A. Eaton	A New Canada.
Sept. 10	"	H. J. Mackinder	British Sea-Power.
Oct. 15	"	Lord Milner	Imperial Unity.
Dec. 11	"	Jefferson Myers, Thomas Richardson	United States Expositions.
Dec. 12	" (Women's)	Prof. W. F. Osborne	The National Fabric.

Boards of Trade and Canadian Problems

Hardly second to the Canadian Clubs in discussing public questions, and having in view more immediate and practical action, are the Boards of Trade which exist in so many cities and towns of Canada with widely-varying degrees of interest, activity and enterprise. In Montreal, and Toronto, and Winnipeg, and the

larger cities they are, as a rule, strong organizations, representative of the business interests of the community; in the smaller places they usually depend for usefulness upon the personal work of a single official—President or Secretary; everywhere they are purely voluntary associations of leading citizens for the promotion of local interests. In several cases a number of these organizations have banded together for the promotion of larger interests than those of a single municipality. One of these is the Maritime Board of Trade. Founded in 1895 it has worked for the progress of the Atlantic Provinces of Canada from the standpoint of local business interests.

The annual meeting in 1908 was held at Halifax on Aug. 19, 20, 21. Opened by the Lieut.-Governor of Nova Scotia (Mr. D. C. Fraser) and presided over by A. M. Bell of Halifax the subjects provided for consideration were varied and numerous with Resolutions from single Boards of Trade at Annapolis, Berwick, Dartmouth, Halifax, Inverness, Kentville, Pictou, Truro, Windsor, Wolfville and Yarmouth in Nova Scotia, Sackville and St. John in New Brunswick, and Alberton in Prince Edward Island. It was pointed out in the President's address that the combined interests of these three Provinces were considerable and that the Census of 1901 shewed the total value of their annual products to be $121,013,612 or $36,800,000 from agriculture, $6,692,000 from forests, $9,708,000 from mines, $11,242,000 from fisheries, and $56,559,000 from manufactures. The subject which created most discussion was a Resolution presented by G. E. Faulkner affirming that the Canadian Pacific Railway should be granted running and haulage rights over the Intercolonial from St. John to one or more points in Nova Scotia. The mover contended that Nova Scotia had paid its proportion toward the original cost of this Railway and was entitled to some return. Other speakers wanted the Grand Trunk Pacific, or thought the Intercolonial traffic would suffer, or described the move as preliminary to the C.P.R. acquiring the Government railway. H. J. Logan, M.P., led the fight in favour of the motion and Hon. H. R. Emmerson against it. After a prolonged and acrimonious discussion, caused by local or inter-Provincial prejudices and real differences of opinion as to the future of the Intercolonial, the Resolution was passed by 52 to 24 votes—the St. John, Moncton, and Prince Edward Island delegates being the chief source of the opposition.

Resolutions were passed (1) asking the Dominion Government to provide a prize for the best scheme to utilize the tidal waters of the Bay of Fundy for industrial and power purposes; (2) approving the issue of a Sportsman's Guide to Nova Scotia; (3) endorsing a projected cable between Bermuda and Barbadoes; (4) urging better passenger and freight facilities for Prince Edward Island; (5) asking the Minister of Railways to have a route surveyed for

a line shortening the Intercolonial Railway between Moncton and Halifax; (6) urging the prohibition of the export of Canadian pulp-wood; (7) asking the Dominion authorities to appoint a Fishery Board for the Maritime Provinces; (8) endorsing the All-Red line scheme of the Dominion Government. The following officers were elected: President, Hon. G. E. Hughes, Charlottetown; Vice-Presidents, W. B. Snowball, Chatham, N.B., and F. C. Whitman, Annapolis, N.S.; Secretary-Treasurer C. M. Creed, Halifax.

Of individual Boards in these Provinces that of Halifax, at its annual meeting on Jan. 21st, discussed in its President's address such subjects as C.P.R. running rights on the Intercolonial, the improvement of transportation facilities along the eastern shore of Nova Scotia, the question of better trade with the West Indies, the application of the Preferential tariff to goods coming through Canadian ports only, the desirability of steamship communication with certain other ports in Nova Scotia, the matter of improved freight rates and the alleged discrimination of the railways against Halifax and in favour of Boston, Portland and St. John, the progress of Technical education and the proposed establishment of the Torrens system of registration in Halifax. A mass meeting of citizens under the auspices of the Board was held on Mch. 12 and after speeches from President G. E. Faulkner, the Provincial Premier, Hon. G. H. Murray, Hon. J. N. Armstrong, William Roche, M.P., C. E. Tanner, M.P.P., and others, a Resolution was unanimously passed supporting the proposed Fast Atlantic Service with, it was urged, an all-the-year-round port on the Atlantic coast of Canada. A deputation was also sent to Ottawa to urge the appointment of an Advisory Fisheries Board for the Maritime Provinces under a Chairman appointed by the Government. The Dartmouth Board on February 18 passed a Resolution asking the Dominion Government for legislation giving sail and steam tonnage equal rights in their proper loading turn at coal ports in the Province of Nova Scotia; supporting the proposal of the Middleton Board of Trade that the Dominion Atlantic Railway be purchased by the Dominion Government as a feeder for the Intercolonial; urging a Federal bonus of $6.00 per ton in order to encourage a steel ship-building industry in Canada. In New Brunswick the St. John Board re-elected J. H. McRobbie as President but he afterwards retired and, on Jan. 7, W. E. Foster was selected. On Apl. 7 the Board reported the action taken and work done in preparing for the Dominion Government a comprehensive scheme as to future development in St. John Harbour. The City Council had refused funds for an engineer and accountant but the inquiry had been continued without aid. Some of the active Boards in these Provinces, with their chief officials in 1908, were as follows:

Board of Trade.	President.	Secretary.
Alberton, P.E.I.	A. J. McFadyen	J. H. Birch.
Halifax, N.S.	G. E. Faulkner, M.P.P.	A. E. Saunders.
Yarmouth, N.S.	M. H. Cook	W. M. Kelly.
Kings County, N.S.	W. H. Woodworth	W. B. Burgess.
Springhill, N.S.	Daniel Murray	J. H. Turner.
Sackville, N.B.	H. C. Read	J. H. Williams.
Fredericton, N.B.	G. G. Dibblee	J. J. F. Winslow.
St. John, N.B.	W. E. Foster	W. E. Anderson.
Woodstock, N.B	F. T. A. Dibblee	T. C. L. Ketchum.
Riverport, N.S.	Dr. W. H. Macdonald	S. Ritcey.

In Ontario the Toronto Board of Trade held the foremost place in work and membership. At its annual meeting on Jan. 27 Mr. R. C. Steele delivered the Presidential address and first reviewed transportation conditions and the recently reduced railway freight rates which showed a reduction, he claimed, of 12 per cent. to Montreal, 5 1-2 per cent. to Kingston, 13 1-3 to Peterborough, 11 to Midland, 17 to North Bay, 12 1-2 to Collingwood, 11 to London, 10 to Windsor, and 21 per cent. to Brantford. "If it were possible to imagine the revenue basis from general merchandise in the Provinces of Ontario and Quebec for 1907, and apply these percentage reductions (or, say, the average percentage reduction), members would have some idea of the enormous reduction brought about by the efforts of your Board." He urged the extension of the Provincial Government's cheap power activities. "I feel that it will be necessary for the Government to go still farther. Recent discoveries in electrical development prove that it will be possible to distribute power from Niagara Falls practically all over what is known as old Ontario. The Government should purchase outright one or more of the existing electrical plants at Niagara Falls. Arrangements can be made with the other Company or Companies, to export power equivalent to what is now authorized for exportation by all the existing Companies. With a union of the Niagara Falls Park Commission and the present Hydro-Electric Commission, an ideal Commission for handling the power, when acquired by the Government, would be created." Mr. Steele concluded with a review of the financial situation and the declaration that the Banks needed more capital. The Board banqueted Sir T. G. Shaughnessy on June 15. The Ottawa Board at its annual meeting on Jan. 21st outlined in reports and speeches a policy and line of action which included vigorous approval of the All-Red line and Empire cable projects and sympathy with the Governor-General's plan to nationalize the Plains of Abraham. The officials of the leading Ontario Boards in 1908 were as follows:

Board of Trade.	President.	Secretary.
Fort William	J. T. Horne	S. M. Fisher.
Berlin	H. J. Sims	J. S. Scallen.
Chatham	Manson Campbell	W. R. Landon.
Guelph	R. C. Scholfield	James Watt.

Board of Trade.	President.	Secretary.
Haileybury	A. G. Slaght	A. E. Way.
Kingston	H. W. Richardson	E. J. Reid.
New Liskeard	Wesley McKnight	T. Armstrong.
North Bay	John Ferguson	D. J. McKeown.
Orillia	G. H. Clark	O. G. Smith.
Ottawa	J. W. Woods	Cecil Bethune.
Owen Sound	Norman Ross	J. R. Brown.
Peterborough	M. A. Morrison	T. Q. Quartermaine.
Port Dover	R. A. O. Hobbs	
St. Thomas	R. M. Anderson	W. E. King.
Stratford	I. W. Steinhoff	James Steele.
Toronto	L. H. Clarke	F. G. Morley.
Cornwall	N. J. Fraid	F. Bissett.
Cobourg	A. J. Hewson	E. W. Hargraft.
Belleville	R. J. Graham	F. S. Deacon.
Picton	R. Davison	P. C. MacNee.
Fenwick	J. C. Sloat	E. W. Fry.
Galt	F. S. Jarvis	J. H. Hancock.
Seaforth	M. Broderick	W. J. Moffatt.
Thorold	Leslie McMann	J. H. Thompson.
Kenora	C. W. Chadwick	John Dean.
Welland	L. C. Raymond, K.C.	J. D. Payne.
Port Arthur	H. A. McKibbin	F. D. Jackson.
Lindsay	W. B. Sparling	J. P. Donald.

In Quebec Province the Montreal Board of Trade was active during 1908 and its annual publication—like those of Toronto, London, Berlin, Winnipeg, Victoria and Vancouver—afforded a wide sweep of general information as well as details of local progress and conditions. Amongst the matters dealt with by the Board during the year was a petition by the Council to the Dominion Government asking that when the Quebec Bridge was rebuilt the height should be 190 feet instead of 150 above tide-water; a strong protest to the same Government against any change which should do away with the present system of Admiralty Courts; pressure upon the Federal and Railway authorities for the direct connection of Montreal with the main line of the National Transcontinental; a request that due notice be given by the Railway Companies of any advance in freight or cartage tariffs; endorsement of the Canadian Manufacturers' Association's plan for uniform bills of lading; establishment of a Board of Trade Bureau to look after transportation matters; Resolution favouring appointment by the Dominion Government of a Commission to investigate and report on the forest areas and water-powers of Canada and upon all matters connected with pulp-wood and its manufacture or export; protest and deputation to the Quebec Government against certain clauses in the Provincial Insurance Act as "an extraordinary interference with personal liberty"; Memorial to the Quebec Government of protest against the continuance or increase of the Commercial Travellers' Tax; representations to the City Council in opposition to any grant of the franchise to joint stock companies in Federal or Provincial elections and in favour of a reduction in the number of local Alderman and the creation of a Board of Commissioners; active effort to find a

Mr. Daniel D. Mann.

Member of the Mackenzie & Mann Company, Vice-President of the Canadian Northern Railway.

Mr. Frederick A. Acland.

Appointed Deputy Minister of Labour, 1908.

basis for arrangement in the struggle between the City Council and the Light, Heat and Power Company; Memorial to the Provincial Premier in favour of a Royal Commission on Tuberculosis; appointment of H. B. Ames, M.P., Jeffrey H. Burland, G. E. Drummond and R. Wilson-Smith as delegates to the 7th Chambers of Commerce Congress of the Empire at Melbourne and endorsement of the Quebec Battlefields Park idea. Mr. T. J. Drummond was President during the year and George Hadrill the permanent Secretary.

The Associated Boards of Trade of Western Canada had its 5th annual Convention at Medicine Hat, Alta., on June 18-20. It really represented only the Boards of Alberta and Saskatchewan although representatives of the Winnipeg and Brandon Boards were welcomed and it was decided to invite the co-operation of Manitoba in future meetings and also that of Eastern British Columbia. Mr. Peter McAra of Regina occupied the chair and 59 delegates were present from Calgary, Cardston, Craik, Edmonton, Gleichen, Indian Head, Milestone, Moose Jaw, Prince Albert, Regina, Rouleau, Strathcona and Saskatoon as well as Winnipeg and Brandon. Resolutions were passed supporting the establishment of a Tuberculosis Sanitarium and Park for the Western Provinces; deprecating the waste, in certain quarters, of Natural Gas supplies; urging legislation to check prairie fires caused, in most cases, by the ignorance of new settlers; recommending that timbered tracts of land should be set apart and settlers prohibited from encroachment thereon while, at the same time, steps be taken to extend and protect this timbered area; asking the Dominion Government to appoint a Western man on the Railway Commission; recommending the grant of grazing leases under certain circumstances and for a definite term of years; approving the construction of the Hudson's Bay Railway, from the North Saskatchewan River to Fort Churchill, as a national undertaking; requesting legislation to compel railways to settle for land after plans of survey are filed by them; protesting against the non-registration of land transactions; asking that Railway companies be required to construct traffic facilities in connection with all railway bridges over large streams in the West—the cost of maintenance to be defrayed by the Provincial Government concerned; recommending that Commercial education and special courses in Agriculture be given more attention in public and high schools; urging the annual inspection of homestead lands and cancellation of rights where settlement duties are not performed; objecting to extensions of time in railway charters.

The principal debate of the Convention occurred over a Resolution presented by the Calgary Board. Its preamble recited the need for improved transportation facilities in order that vast unpopulated areas might be opened for settlement and development. It went on to infer that guarantees of bonds by Provincial

Governments in Manitoba and Ontario had been effective in inducing the local construction of pioneer railways, and closed with an urgent request to the Governments of Alberta and Saskatchewan to adopt a similar policy of Government guarantee of railway bonds. The case for the Resolution was presented by A. E. Cross, President of the Calgary Board, who maintained that the Western country was being held back for the lack of railway development and that the railway companies would not proceed with the lines they had planned unless they received assistance of the kind recommended. Strong arguments against Government guarantees were presented by H. W. Laird of Regina, J. E. Bradshaw of Prince Albert, F. M. Sclanders of Saskatoon, and others. They urged that the new Provinces were not in a position to assume additional liabilities of so extensive a character and that other matters were more pressing. A number of amendments and suggestions were submitted, and each showed that the original motion carried little weight. The clauses referring to the guaranteeing of bonds were finally cut out and the recommendation was changed to an earnest request that the Governments concerned should adopt a policy which would assure the early construction of colonization railways in the two Provinces. There was no disposition to deny that railways were needed, but the delegates hesitated to recommend indiscriminate and unconditional guarantees of bonds by any Government. The election of officers resulted as follows: President, K. W. Mackenzie of Edmonton; Vice-Presidents, William Couzins of Medicine Hat and E. M. Saunders of Moose Jaw; Secretary-Treasurer, John T. Hall of Medicine Hat.

As to individual Western Boards it may be said that early in the year representatives from certain Alberta towns formed at Lethbridge an Assistant Board of Trade for Western Alberta with C. F. P. Conybeare, K.C., Lethbridge, as President; Martin Wolff, Cardston and G. S. Ferris, Nanton, as Vice-Presidents; and H. J. H. Skeath, Lethbridge, as Secretary-Treasurer. Resolutions were passed favouring Magrath as the location of the Provincial Agricultural College and Lethbridge for a Land Titles Office; supporting Government ownership of elevators and asking the Railway Commission to obtain lower freight rates on coal. At Areola, Sask., on May 20, the Associated Boards of Trade of the Areola-Regina Railway region were formed into an organization. W. G. Robinson of Francis was chosen President, T. E. Thonger of Kisley Vice-President and T. C. Yeonward of Areola as Secretary. The main object was that of advertising the districts represented.

The Edmonton Board during the year took up the question of obtaining a union depot for railways in that city; urged construction of a suitable market building; asked for better facilities at flag stations throughout the West; requested a continuance of the Lead bounty, construction of the Hudson's Bay Railway, preser-

vation of timber resources and promotion of Forestry; urged a reduction of fire insurance rates, improvement of roads in surrounding country. Mr. A. C. Fraser, retiring President, in his annual address* described the postal revenue of Edmonton as having grown $21,000 in 1908, the money orders issued as increasing by $40,000, the money orders paid as growing $78,000 in amount. The Strathcona Board urged upon the Dominion authorities the improvement of navigation in the North Saskatchewan River which was liable to sudden and heavy floods resulting in the loss of much timber—estimated at $150,000 in value during 1907 and 1908. In Calgary the local Board was exceptionally active. The desire was expressed for more freight facilities north and south on the Canadian Northern Railway and the Great Northern and east on the Canadian Pacific; for an extension of the Lead bounty in British Columbia; for a speedy completion of the branch line from the Grand Trunk Pacific to Calgary. It was reported on Apl. 9th that, in the preceding 12 months, 5,896 pamphlets and 18,000 prints describing and illustrating Calgary had been distributed in Canada and abroad. During that period, also, this Board had assisted in the establishment of similar local organizations at Bawlf, Stavely, Hardisty, Okotoks, Crossfield, Banff, and Kitscoty—all in Alberta.

In Winnipeg Mr. J. B. Perssc, the retiring President, reviewed the work and policy of the Board on May 12. It desired to have the Railway Commission so constituted that Western interests would receive prompt and intelligent attention with at least two of its members Western business men; it desired simpler forms for bills of lading and the immediate construction of the Hudson's Bay Railway; it wanted the City joined with Lake Winnipeg by navigable waters and to this end a completion of the work of river improvements; it demanded increased banking capital and facilities for the West; it wanted more elevator accommodation for grain and estimated that the 2,000 miles of new Western railway in the next two years would require 250 elevators involving a capital outlay of $1,500,000; it denounced the local floor-space system of business taxation as increasingly onerous and unfair; it claimed the local and special rates of fire insurance to require radical reduction. On Jan. 21st the Board had declared by Resolution its disapproval of proposed legislative changes in the charter of the Grain and Produce Exchange and appreciation of its past work. "In promoting the objects for which it was organized it has thereby succeeded in establishing a valuable market to facilitate the disposal of the great and increasing grain products of the West; has invested the grain trade with such a measure of stability and security as has enabled bankers and dealers alike to eliminate undue risks from, and consequently to

* Note—February 22, 1909.

handle the grain business with a small margin of profit to the advantage of producer." The following were the chief officials of the Western Boards during 1908:

Board of Trade.	President.	Secretary.
MANITOBA—		
Holland	H. J. McLean	A. A. Herriot.
Hartney	J. Hunter	C. D. Batty.
Napinka	A. McBean	W. R. Cosgrove.
Emerson	G. Christie	J. A. Badgley.
Neepawa	John Brown	M. H. Fieldhouse.
Killarney	J. W. Smail	
Dominion City	M. Carl	B. H. Ball.
Baldur	Frank Schultz	
Hamiota	F. C. Bennest	K. L. Stone.
Melita	G. Archibald	H. H. Richards.
Minnedosa	R. T. Butchart	E. B. Stevens.
Pilot Mound	J. T. Whitlaw	H. M. Speechly.
Roland	A. S. Argue	Stanley Wilson.
Portage la Prairie	F. G. Taylor	H. W. Baker.
Rapid City	C. M. Beattie	C. H. Jackson.
Reston	Dr. Chipman	F. Manning.
Selkirk	D. Morrison	F. A. Gemmell.
Winnipeg	H. M. Belcher	C. N. Bell.
Virden	F. W. Clingan	J. F. C. Menlove.
Brandon	Joseph Cornell	O. L. Harwood.
Souris	T. L. Arnett	W. G. Hetherington.
Russell	J. J. Moon	E. M. Williams.
Grandview	J. H. Alliss	J. F. Orr.
Waskada	W. Pugsley	W. R. Learmouth.
Wawanesa	R. J. Neithercut	A. Eason.
Treherne	John Coulter	H. V. Ross.
Boissevain	W. H. Ashley	D. M. Sutherland.
ALBERTA—		
Calgary	A. E. Cross	C. H. Webster.
Medicine Hat	C. S. Pingle	J. T. Hall.
Strathmore	J. L. Skeen	J. W. Waddy.
Vermilion	H. N. Stevens	W. B. Cameron.
Strathcona	J. M. Douglas	G. F. Downes.
Leduc	T. A. Norris	J. H. McLean.
Raymond	L. D. King	George Parker.
Wetaskiwin	J. H. D. Benson	James Bradley.
Innisfail	P. T. Goulter	J. Barnett.
Langham	F. Donovan	W. J. Gold.
Red Deer	R. C. Brumpton	M. A. Munro.
Edmonton	J. C. Dowsett	A. G. Harrison.
SASKATCHEWAN—		
Regina	A. B. Whitmore	H. C. Lawson.
Rosthern	R. S. Fenton	G. Braden.
Radisson	C. Dickinson	A. H. Clark.
Carlyle	W. H. Williams	W. G. Scott.
Guernsey	B. B. Cook	S. B. Biehn.
Humboldt	W. R. Russell	James Richardson.
Prince Albert	J. E. Bradshaw	
South Qu'Appelle	W. H. Hunter	W. Glass.
Foam Lake	M. Craig	A. M. Sparrow.
Yorkton	W. D. Dunlop	H. Bradbrook.
Vonda	J. H. Currie	J. C. Kennedy.
Yellow Grass	S. J. Taylor	Dr. Stephens.
Tisdale	W. H. Morrow	E. W. Schell.
Francis	J. S. Miller	C. R. Gough.

Board of Trade.	President.	Secretary.
SASKATCHEWAN—*Continued.*		
Macoun	F. W. Seaton	H. Westergaard.
Alameda	R. H. Scott	J. P. Gordon.
Saskatoon	M. Isbister	Adam Turner.
Rouleau	O. G. Cornwall	W. H. Dickinson.
Asquith	G. M. Upham	J. G. Laycock.
Dundurn	R. Roome	C. W. Ferry.
Milestone	R. S. Anderson	Dr. Maitland Cook.
Qu'Appelle	Dr. Hall	David Wilson.
Moose Jaw	J. C. Vicq	Hugh McKellar.
Birch Hills	E. H. Wilson	H. G. Wilson.
Indian Head	F. L. McKay	J. P. Walthew.
Kinistino	R. E. N. Jones	J. W. Roscoe.
Estevan	J. A. Smith	W. A. Beynon.
Wolseley	A. D. Ferguson	J. R. Garden.
Lanigan	F. J. Turner	N. G. Boggs.
Nokomis	B. A. Sandwith	F. G. Arthur.

The Assoeiated Boards of Trade of Eastern British Columbia met at Moyie on Jan. 22-23 with G. O. Buehanan of Kaslo in the chair. The President in an elaborate address reviewed finaneial conditions, Provineial produetion, Labour incidents, mining, lumbering and fruit development, and urged the aequisition and Government operation of telephones and telegraphs in British Columbia. Resolutions were passed endorsing the creation of an Imperial Press Serviee by plaeing the present Canadian Associated Press Ageney upon a better footing; asking the Provineial Government for a quieker survey of agrieultural Crown lands in the vieinity of railways and navigable streams; urging the better proteetion of trout, earibou and deer, and prohibition of their sale; demanding a Provineial appropriation for an exhibit at the Alaska-Yukon Exposition and promising eo-operation in the sending of exhibits; advoeating the Provineial aequisition and operation of Telephones; asking for additional fruit-pest Inspeetors in the Province and requesting the Dominion Government to purchase gold and silver for minting at the Trail (B.C.) Refinery; asking an extension of the Dominion Lead bounty for another five years with a sliding seale to a somewhat higher priee than at present; asking a ehange in Provineial regulations so that mineral claims should expire at noon instead of midnight; deelaring that the Provineial Government should make no ehanges in the terms of existing timber lieenses or leases until after a full investigation of the timber resourees of the Province and the formulation of a definite poliey as to administration and permanent preservation of the forests; urging upon the Railways and the Railway Commission the necessity of lower freight rates to and from the Kootenay and Boundary Distriets; asking for a permanent Provineial game preserve and the establishment of Provineial experimental fruit farms; requesting from the Dominion Government an Experimental Fruit Farm in the Interior. The offieers of the preeeding year were re-eleeted: G. O. Buehanan as President, F. A. Starkey, of Nelson, Viee-President, and A. B. Maekenzie, of Rossland, as

Secretary-Treasurer. The Boards of Trade at Creston, Greenwood, Kaslo, Moyie, Nelson, Trail and Rossland were represented at the meeting. On Oct. 26, a new organization was effected in the Okanagan District with delegates present from the Penticton, Vernon, Kelowna and Armstrong Boards. G. A. Henderson of Vernon was elected President and P. Dickson of Vernon Secretary-Treasurer. Organized markets for the Okanagan, obtaining a Dominion Government Experimental Farm and getting the proposed Provincial College of Agriculture located in the District, were items of policy outlined. The 29th annual meeting of the Victoria Board of Trade was held on July 10 and Mr. F. A. Pauline, the retiring President, outlined the policy and aims of the organization. The obtaining of uniform bills of lading, both Foreign and Canadian; the better settlement of claims for damage to and loss of goods in transit; the necessity of obtaining a larger dry-dock at Esquimalt; the desirability of demonstrating the natural resources and industries of British Columbia at the coming Alaska-Yukon-Pacific Exposition; the establishment of Victoria as a national free port; the necessity of removing Canadian sealing restrictions or else of placing Japanese sealers under the same regulations; the desirability of improving and enlarging the existing Press Service of news from Great Britain; the injury done Provincial fishery interests by the conflicting regulations of the Dominion and Province; were all referred to at length. At a meeting of the Board on Apl. 16 vigorous advocacy was expressed of an improved and extended street-car service in Victoria; of a duty of $2.00 per 1,000 feet on imported rough lumber and 30 cents per thousand on shingles; of a continuance of the Lead bounty. Better local fire protection and lower insurance rates made up another plank in this Board's platform. At a meeting on Nov. 13th the subject of improved dockage facilities at Esquimalt was discussed from the point of view of Defence, of obligations to possible visiting cruisers from the Royal Navy, of general commerce and business interests. The following were the chief British Columbia Boards and their officers in 1908:

Board of Trade.	President.	Secretary.
Princeton	C. E. Thomas	R. Gordon.
Vernon	James Vallance	J. F. Smith.
New Westminster	J. A. Cunningham	A. E. White.
Vancouver	E. H. Heaps	William Skene.
Penticton	J. R. Mitchell	W. J. Clement.
Fernie	W. W. Tuttle	
Victoria	Simon Leiser	F. Elworthy.
Grand Forks	A. B. Hood	S. T. Hall.
Nelson	F. A. Starkey	P. G. Ebbutt.
Revelstoke	F. B. Lewis	H. Floyd.

II.—THE DOMINION GENERAL ELECTIONS

Party Leaders, Political Preparations and the General Situation

The past had not very much to do with the Liberal party of 1908 in Canada. The Liberal Opposition of the long years prior to 1896, with its policy of United States reciprocity, stringent economy, antagonism to Protection, and intense democracy, had passed away. In its place was a Government led by a chief of marked personality and dominant power, surrounded by a phalanx of devoted followers, supported by an organization of great and far-reaching strength. The free and easy Liberal following of the past had gone with many other things; in its place there was a compact body of vigorous party workers. Principles of a very definite kind were not put before the electorate by either party and the promises or pledges of twelve years before were not a part of the Government's ground for asking public support. It was rather the more practical claim that Canada had prospered under Liberal rule; that certain important and useful acts of legislation and administration had been carried out; that certain other things would be done if popular approval was again accorded the party and the Government.

That a good deal had been accomplished during the twelve years of Laurier rule was an undoubted fact and it was made the most of. Canada had become known as one of the important and growing countries of the world; its resources and possibilities were now factors in the international development of the day; its place in the British Empire had become both prominent and powerful. Much of this was undoubtedly due to the Preferential tariff policy which had made Britain ring with the idea of a new Imperial bond and element in commercial life and had impelled United States recognition of Canada as a coming force in continental relations. Much was due to Canadian participation in the South African war and to the sentimental considerations which indirectly, but forcibly, helped to direct British investments to the new Dominion instead of to Foreign countries and sent three hundred thousand emigrants to Canada from Britain, the Continent, or the United States. What matter if the Preferential idea was first conceived in order to effect an indirect reduction in the Protective tariff, or if the Canadian contingents were sent to South Africa because an overwhelming popular determination was said to have forced the hands of the Government? The results were there and, like money, they sometimes talk most effectively. Amongst the items of constructive policy in the Liberal record

which were freely used in the speeches, campaign literature and press advocacy of the time were the following:

1. Settlement of the famous Manitoba School controversy.
2. The Preferential tariff and policy.
3. A general tariff which had been re-arranged without seriously injuring protected interests, or affecting financial conditions, and which had produced $300,000,000 more of revenue in 1896-1908 than in the preceding 12 years.
4. The initiation and part construction of the National Transcontinental Railway.
5. The establishment of the Railway Commission with its wide authority and effective powers.
6. Participation in the construction of the Pacific Cable.
7. Organization and admission of the new Provinces of Alberta and Saskatchewan.
8. Improvements in the St. Lawrence Waterways and re-organization of the Montreal Harbour Commission.
9. Energetic Immigration policy and settlement of the West.
10. Organization of the Labour Department and passage of the Lemieux Conciliation Act.
11. Reform in Postal regulations and establishment of an Imperial Postal rate.
12. Improvement in the Militia system and conditions and the much-discussed organization of the Militia Council.
13. Inauguration of Old-Age or Government Annuities.
14. Improvements in Agricultural work, the establishment of cold-storage shipping facilities, and the organization of Experimental farms.
15. Legislation placing the inside Civil Service under the control of a Commission.

Such a record was not to be despised even by opponents and the most honest or determined of critics. With it in the campaign was a direct or indirect promise of various great public undertakings—the Georgian Bay Canal which was to cost $100,000,000, the Hudson's Bay Railway, to be paid for out of public lands in the West and to give a long-hoped-for outlet to the sea for Western wheat, the deepening of the St. Lawrence Canals to 25 feet, the completion of the Grand Trunk Pacific, the Government acquisition of subsidiary railway lines in the Maritime Provinces as "feeders" and branches of the Intercolonial, the establishment of an "All-Red" or Empire line of steamships connecting England with Canada and Australia and New Zealand. At the opening meeting of the campaign in Ontario an additional promise of free rural mail delivery was given while the press rang the changes upon a trade which had increased during the Laurier term 1,000 millions of dollars in total value over the figures of the preceding 12 years. Of the above undertakings the only assured ones were the Transcontinental project and the Hudson's Bay Railway. The rest were matters of enormous expenditure and heavy liabilities and problematical completion; but they sounded well on the platform and were, no doubt, effective in winning votes. The obligations entailed, and the expenses involved, were not matters of immediate concern to the keen partisan or to the irresponsible and unthinking portion of the electorate.

Another element in the Liberal propaganda was the unquestioned prosperity of the past decade. Increased agricultural production and export, galloping trade returns and revenue receipts, increased immigration, industrial expansion, and financial growth, were still living in the public memory despite the flash of a recent depression; while immediately before the people was the fact of a fairly big crop and the prospect of good prices and returning confidence. Almost more important, at any rate of equal importance, was the personality of Sir Wilfrid Laurier. He somehow or other had touched the public imagination of Canada. He had become a national and Imperial figure and the Provincial days of a distant past were almost forgotten. Astute to a degree he had rarely run directly counter to public passion or defied public opinion; eloquent in voice and with unusual charm of manner his peroration at Sorel on Sept. 6th, when addressing the French compatriots of his earlier public life, well illustrates something which much description would make a waste of words: "Not many years now remain to me. The snows of winter have taken the place of spring; but, however I may shew the ravages of time my heart still remains young, and I feel that I have as much strength as ever for the service of my country. . . . I tell you in all sincerity that I want to carry the coming General Election in order to finish this great work (the Grand Trunk Pacific), and when it is completed I shall be content to say, with the Prophet of old, 'Lord now let Thy servant depart in peace.'"

Opposed to this record of performance, prosperity, promise and personality, were certain fundamental facts presented with force and conviction by the Opposition Leader and speakers. Accompanying the development of the Liberal policy as a whole there had been an apparent disregard of economy; an enormous increase of expenditure from $38,000,000 in 1896 to an estimated $138,000,000 for 1909; an alleged wasteful granting of public lands in the West to followers and friends; a centralization of power in the Ottawa Departments and an oft-times arbitrary exercise of authority; a drawing of Provincial Liberal Governments into a sort of party net or combination said to be inimical to the maintenance of Provincial rights and local interests; the announced and vigorous exercise of the doctrine that "to the victors belong the spoils" of all public office and patronage; many charges of corruption, made with force and emphasized by constant reiteration, against Liberal politicians and leaders, against some of the Ministers, against the management of Departments in the Government, and in the granting or manipulation of public contracts; the claim that of the $300,000,000 excess revenue in the previous 12 years only 60 millions had been devoted to really constructive and useful undertakings; continuous denunciation of the Government for extravagance. How far all this was true is not a matter susceptible of discussion here. That the drip-drop

of ceaseless allegation and Opposition charge along these lines had some effect may be taken for granted and public opinion at the beginning of the campaign—outside of Quebec—was not enthusiastic in its support of the Government. But the party slogan was soon sounded; party fealty made itself quickly felt and traditions surrounding the historic name of Liberalism were brought to the front with force and effect; the Laurier personality was pressed into active service and put in the very van of the fight; the Liberal press, which is probably the ablest in Canada, knew just what it wanted and was united in its advocacy and in aggressive attack upon the other party.

The Opposition were not without a constructive platform. Waiving consideration of the great Conservative past, under Sir John Macdonald, with its creation and organization of the Federal system, its unifying of the Provinces, its National Policy of tariff protection which had been finally accepted by all parties, and its construction of the Canadian Pacific Railway, Mr. R. L. Borden had laid down at Halifax, in 1907, and presented to the people in all centres of Canada, a clear and fairly attractive platform. His programme included Civil Service Reform, effective legislation to punish bribery and fraud at elections, improvement in the management and methods of public lands, operation and management of Government-owned railways by an independent and non-partisan Commission, development and improvement of the National waterways, ports and transportation systems, re-organization of the Railway Commission, national ownership of telegraphs and telephones, inauguration of a free rural mail delivery, mutual Preferential trade within the Empire, and restoration of public lands to the Provinces of Alberta and Saskatchewan. Of these planks the Government had in the past year adopted Civil Service reform, re-organization of the Railway Commission and the establishment (promised) of free rural mail delivery—the latter a great boon to the farmer but one which had been declared in the preceding Session to be far too expensive. Neither party said much about Imperial affairs or questions of closer Empire unity. The Japanese question was an issue in British Columbia but, in the main, as a purely local problem. Loyalty to British connection was taken for granted on both sides; matters of constructive Imperialism were left to the future.

As to the result of the contest the probabilities were, of course, with the Laurier Government which had 66 majority in the Commons as compared with 62 in 1904 when it had last appealed to the country. The constituencies had, in bye-elections, gone favourably to the Government although there had been some striking exceptions.* There was also an increase in the total representation from 214 to 221. The Liberals expected a decrease in their

*NOTE —Up to January, 1908, the 44 seats contested since the 1904 elections had returned 34 Liberals, 1 Labour-Liberal and 9 Conservatives.

majority; the Conservatives hoped for more than that. Quebec in 1904 had supported Laurier by 54 to 11 seats; Ontario stood 38 Liberal and 48 Conservatives, but in the recent Provincial elections had given a Conservative majority of nearly 70 and it was believed that anything might happen there. New Brunswick had recently been swept in its Provincial elections by the Conservatives; Manitoba and British Columbia had Conservative Governments which were fighting for Mr. Borden; Quebec, Saskatchewan, Alberta, Prince Edward Island and Nova Scotia had Liberal Governments which promised to do their share in support of Sir Wilfrid Laurier. To obtain a working majority Mr. Borden had to win at least 40 seats and that was a naturally-difficult undertaking.

During 1907 candidates, on either side, had been nominated from time to time and more of them in 1908 as rumours of the coming elections grew apace. The first organized stage in the contest, however, was the appointment of party managers or organizers. For Ontario J. S. Carstairs of Toronto was appointed by the Conservatives and A. H. Beaton by the Liberals and in Quebec Sir Alex. Lacoste, K.C., lately Chief Justice of the Court of King's Bench, took charge of the Conservative campaign in the Montreal district. It was announced in August that Mr. Borden would have the platform aid of the Premiers of New Brunswick, Manitoba and British Columbia and, as a matter of fact, those gentlemen took charge very largely of the campaign in their respective Provinces. As to some of the larger political Associations the Ontario Reform Association had H. M. Mowat, K.C., as President, the Toronto Reform Association was presided over by W. K. George, the Montreal Reform Club by J. A. Lamarche, K.C., the Disraeli Club of Montreal by Manuel Levitt, the Junior Conservative Club of Montreal by C. Ernest Gault, the Cartier (Cons.) Club of Montreal by C. A. Harwood, K.C., the Conservative Union of Montreal by C. A. Pariseault, the Ottawa Conservative Association by Dr. R. H. Parent, the Winnipeg Liberal Association by T. H. Johnson.

Dissolution was announced on Sept. 17th with polling day for October 26th. A couple of months before this *La Patrie* of Montreal, the influential paper formerly controlled by Hon. J. Israel Tarte with, latterly, Conservative leanings, had gone over to the Liberal side while a month afterwards the *Times* and the *Telegraph* of St. John were sold out to local Liberals and the Conservatives left without an organ in the capital of New Brunswick. More important than either of these changes was the appearance of the Montreal *Star,* which had been Sir Charles Tupper's mainstay in 1900 and Mr. Borden's chief support in 1904, as an independent critic of both parties. On Sept. 25th the campaign was described by this paper as merely one of slander and scandal and the electorate was urged to leave suspected men at home; in many

subsequent issues and in varied form Sir F. Borden, J. R. Stratton and Hon. Clifford Sifton were denounced upon the Liberal side and Hon. G. E. Foster, G. W. Fowler and A. A. Lefurgey on the Conservative side; the Prime Minister and Mr. R. L. Borden were eulogized as honourable, high-minded leaders and personally-clean politicians. Following the Dissolution announcement various incidents occurred. The Hon. R. W. Scott retired from the Cabinet and his successor as Secretary of State, Charles Murphy, K.C., obtained a nomination in Russell; Mr. Clifford Sifton took charge of the Liberal organization and work in Manitoba and Hon. R. P. Roblin, Provincial Premier, was practically in charge of the Conservative forces; in British Columbia Mr. Richard McBride, Provincial Premier, directed the Conservative campaign, and the Hon. W. Templeman, Minister of Inland Revenue, took control of Liberal interests. Throughout the Canadian Liberal press there appeared at this time a series of able letters written by E. W. Thomson, one-time editorial writer on the Toronto *Globe,* in 1891 a vigorous opponent of the Liberal policy of Unrestricted Reciprocity, since then a resident-journalist in Boston, and now a special Canadian correspondent at Ottawa of the Boston *Transcript* in which these articles originally appeared. Mr. Mackenzie King retired from his post of Deputy-Minister of Labour and ran for the Commons in the Conservative riding of North Waterloo with a public promise of being appointed to the Cabinet as Minister of Labour, if successful in winning the seat.

Some interesting changes took place in the *personnel* of those who appealed to the people in this contest. Thomas Greenway, ex-Premier of Manitoba, retired to go on the Railway Commission and R. G. Macpherson of Victoria, B.C., to become the local Postmaster; W. A. Galliher in British Columbia, D. W. Bole at Winnipeg, J. E. Seagram and H. A. Ward in Ontario, H. J. Logan in Nova Scotia, were amongst the prominent retirements from the field; Thomas MacNutt, Speaker of the Saskatchewan Legislature, was the Liberal candidate in Saltcoats, W. W. B. McInnes, K.C., in Vancouver, and D. C. Cameron, ex-M.P.P., in Winnipeg; Hon. T. Mayne Daly came out against Mr. Sifton in Brandon, R. L. Richardson against J. G. Turriff in Assiniboia, Hon. J. A. Ouimet, K.C., ran for the Conservatives in Yamaska and Hon. A. B. Morine, K.C., against Mr. Fielding in Nova Scotia; Alex. McNeill, Conservative and old-time Imperialist, made an effort to again win North Bruce in Ontario; C. E. Tanner, K.C. (Cons.), undertook to defeat E. M. Macdonald in Pictou, N.S., and J. T. Brown, M.P.P., a Provincial Rights leader, accepted the Liberal nomination in Qu'Appelle, Sask.; H. H. Dewart, K.C., accepted and then gave up the Liberal nomination in South Toronto. Both parties entered the contest hopefully and continued throughout in that spirit. This was, of course, to be expected so far as public utterances were concerned and, indeed, the Liberals had every

reason for optimism. The Conservatives built their hopes upon Ontario and its huge Whitney majority in Provincial politics and upon the chances of lesser gains in Quebec, New Brunswick and the West.

Sir Wilfrid Laurier's Speeches and Policy

The Prime Minister opened his campaign at Sorel on Sept. 5th, as he had also done in the 1904 elections. About 10,000 people were present at an open-air meeting and the Address of the Liberals of Richelieu declared it necessary to Canada that Sir Wilfrid should be allowed to complete the great works he had undertaken. After short speeches by Messrs. L. P. Brodeur, R. Lemieux, W. A. Weir and Jacques Bureau, the Premier declared that though the snows of winter may have whitened his hair his heart still remained young and still vibrated for their common country; spoke of the great political movements of the Richelieu Valley where "our fathers of Papineau's time planted the tree of Liberty"; denounced the "sinister combination of Tories and Castors" who to-day constituted the Conservative party; referred to the imminence of the General Elections and compared the condition of the country in 1896 with that of 1908; dealt with the practical legislation of the past 12 years in agriculture and steamship communication, etc., the construction of the Grand Trunk Pacific, and the Government's scheme of Old-Age Annuities; spoke of the "crocodile tears" of the Opposition as to alleged corruption and added: "There have been abuses, the thing is quite possible; it would be extraordinary if there were not in an Administration like ours. There was a Judas among the twelve Apostles, as you know, there may well be one or several black sheep in our flock; but what I have to say on the subject is that if there are black sheep in our flock, it is for us and not for the Conservatives to rid ourselves of them." He urged friendship and co-operation with the other races of the continent: "I have no need to tell you, gentlemen, that the blood which courses in my veins is the blood which flows in yours. I was born here in the Province of Quebec of French parents; but, gentlemen, I have never asked my compatriots to support me because I was of their race. Put me aside, whatever my race, if I have not done my duty. But I have the right to ask of you, at all events, that you do not put me aside because I am of your race."

This address started the ball rolling in Quebec; at Niagara Falls on Sept. 15th the Premier spoke to Ontario and English Canada with a crowd present which was estimated at from 10,000 to 20,000 in numbers. A good deal of the speech was devoted to the Opposition charges of corruption and extravagance. As to the former similar attacks had been made upon the Administration of the late Alexander Mackenzie—a statesman who was now much lauded by the Conservative press; the late Parliamentary Session had seen no direct charges made against the Government

such as the Liberals had submitted to Parliament in the later years of their own period of Opposition and such as were presented merely affected officials and subordinates; the Government had met the issue frankly in the appointment of the Cassels Commission of Inquiry; in any case the Tory party was too famous for much preaching and poor performance to warrant the public in trusting its honesty or the allegations of its leaders.

As to financial matters the Premier quoted the long succession of Government surpluses and declared that they were no more extravagant in doubling expenditures during the past 12 years of growth and expansion than any prosperous person in his audience would be in doubling his private expenses as the result of a larger income. He described the settlers whom the Government's immigration policy had brought into the country from the United States as having had $52,000,000 of personal effects and goods and declared that they had invested in Canadian lands, mills, collieries, industries, and business a total of $350,000,000. If Mr. Foster, who called the Government criminally extravagant, had told his hearers of these and other matters he would have been more nearly correct. "If he, in dealing with the Government's $113,000,000 of a surplus during the past 12 years had told his hearers that of those millions a large proportion was used for building the Grand Trunk Pacific Railway, which had rolled the map of Canada over a hundred miles northward; if he had told them that we were deepening the Canals and in a thousand different ways had so improved the condition of things that a miracle had been performed and our trade in 12 years increased from $230,000,000 to $650,000,000; if he had told them that out of these millions we have really relieved the Motherland of the necessity of expenditures for the maintenance of garrisons at Halifax and Esquimalt—for if we have become a nation we are a nation under the British Crown, and we should as far as possible maintain our own military expenditure and so, if we can, relieve the Motherland; if Mr. Foster had told of these things he would have presented a true picture." Sir Wilfrid Laurier then dealt with the Grand Trunk Pacific issue and declared that the Conservative allegations as to its total cost were preposterous though it would be more than the original $30,000,000 estimate; and described the Liberal transportation policy as including not only that great work but the past construction of the Crow's Nest Pass Railway, the bringing of the Intercolonial to Montreal, the deepening of the Canals, the improvement of the Harbours on the Great Lakes and at Montreal, the betterment of the St. Lawrence channels, with the future construction of the Hudson's Bay Railway out of the price received for public lands set apart for the purpose.

In the matter of Tariff duties he declared that the National Policy of the Tories was dead, that the present tariff was an adjustment along the lines of revenue only; that the British preference

was a new thing but now "as much a part of the policy of Canada as any of its organic laws." The Hon. G. P. Graham, Minister of Railways, followed in a speech dealing largely with transportation matters. He stated that the bringing into office of a French-Canadian and Catholic Premier was, in its relation to Canadian unity, "the work of Providence" and that Canada was really a "part proprietor of the British Empire"; stated that if the Welland Canal could be deepened to 25 feet the rate on grain from Port Colborne to Montreal might be reduced and American competition defied; declared that the trade of Canadian waterways had increased 620 per cent. in the past 20 years and doubled itself in the year ended last December; described the Georgian Bay Canal as a matter for future discussion and stated that if larger expenditures were required by public conditions in Canada the Government would not be afraid of them. The Hon. R. Lemieux, Postmaster-General, then elaborated the Government's campaign promise of free rural mail delivery and stated that a special Commissioner was being sent to Australia and other Colonies in the interest of the All-Red line proposal. As to the Preferential tariff policy he said:

> We stood upon our ground, and we triumphed upon it, and to-day the Conservative Party dare not give us battle upon this point, for to-day the British preference has gone around the world with the British flag. It has been accepted in all the British Colonies, in New Zealand and in Australia and in South Africa, and to-day the Transvaal, which six years ago was at war with Great Britain, which enjoys the liberty of British institutions, has given Britain the preference. This is the result of the policy we have adopted and carried out.

Two evenings later Sir Wilfrid Laurier told the Canadian Manufacturers at their annual banquet in Montreal that the Government could not promise any increase in the woollen goods tariff but that he saw no objection to the appointment of a permanent Tariff Commission such as existed in the United States and added that the Government had sent an expert business man to look into the woollen industry conditions in England. Ontario open-air meetings followed at Strathroy on Sept. 19th, at Tilbury on the 21st, at Clinton on the 23rd, at Berlin on the 24th, at North Bay on the 25th, and at Jackson's Point, Lake Simcoe, on Sept. 28th. At Strathroy the Premier took the ground that there were no great issues in the campaign; the Government had ruled so well that the Opposition had no real grievances. He took up the cudgels for Sir Frederick Borden—"the only Minister against whom any charges have been laid," who had taken his slanderer into Court in the matter of the *Nineteenth Century* article, and compelled him to apologize. Other real charges against any of his colleagues would be treated in the same way; the Minister must go or the slanderer apologize. There were some irregularities in the Departments, but they were being dealt with by Commission and legislation.

As to Mr. Borden and his phalanx of Provincial Premiers he made this comment: "Wolves, it is said, hunt in packs; the lion hunts alone. The way of the lion was the way of Sir John Macdonald. To-day the lion is dead, and all the furious howlings of the wolves do not carry one-tenth of the weight of the roar of the lion." In the matter of corruption Sir Wilfrid declared that "if public works are bribery then all the Conservative members of Parliament can be bribed for they are all ready to accept them for their constituencies." But the Opposition bribed in Provinces —Mr. Foster by offering a ten million dollar tunnel to Prince Edward Island, Mr. Borden by promising to re-open the Subsidy question in British Columbia. The deepening of the Welland Canal and the building of the Georgian Bay Canal were described as two great projects requiring Government attention. They must, however, wait upon the revenue. As to himself the unity of the Dominion had been the ideal of his heart. "When I was chosen leader 20 years ago," he said, "I swore to myself that I would give to the task the whole of my life, my soul, and my body. My days cannot be very long but I shall always cherish as my most holy memory the confidence which has been bestowed upon me by those not of my own kith and kin."

At Tilbury the enthusiasm of the preceding meetings was excelled and the welcome of the citizens of Niagara and the Scotchmen of Strathroy was supplemented by that of a mixed audience of French and English. "We have great works in hand, we have great works before us," said the Premier, as he asked for a fourth term of public confidence. As to the Conservative eulogies of Mackenzie he described it as "lauding the dead in order to better slander the living." At Clinton Sir Wilfrid referred to the Imperial problems which were so little discussed in the campaign as a whole: "It is the policy of the Liberal Government that there shall be every possible and due consideration for our rights as Canadians and every possible and due consideration for our duties as British subjects. The policy was summarized by me at the Imperial Conference as Imperial unity based on local autonomy." The Berlin meeting was a special arrangement to help Mr. Mackenzie King carry J. E. Seagram's old Conservative seat and it was a most successful demonstration. About 10,000 people were present and the Premier stated explicitly that the time had come when Parliament should be asked to create a separate Portfolio of Labour. The press and the audience were allowed to draw the intended inference. As to the Tariff, "I am a Free-Trader," declared the Premier, "but I know that we cannot adopt a policy of Free Trade in this country without disaster. By the British preference we have given the consumer a large measure of relief without hurting the manufacturer." He eulogized Mr. Mackenzie King and the latter spoke briefly. Mr. Lemieux, Postmaster-General, followed with an interesting reference to the banquet

given by Berlin some years before to Mr. King and himself: "Your Board of Trade on that occasion asked for a clock for your Town Hall. Now you have the clock. I promised you a city delivery; you have the city delivery. It was urged that Waterloo had far outgrown existing accommodation in the way of public buildings, and I promised that the matter should be looked into. I can go further now and assure you that a public building, worthy in every respect of this growing and vigorous community, will be erected, and that the appropriation for the initial expenditure has been passed by the House of Commons." The Address given to the Prime Minister at North Bay included an appeal to "give us and our country in due time that great National highway, the Georgian Bay Canal." There was a large proportion of French-Canadians in the audience and Sir Wilfrid was accompanied by Messrs. Lemieux, Graham, and Murphy, of his Government. Upon the great local question the Premier spoke as follows:

> Let me say that this Canal is also very much in my heart; it is not a monopoly for the people of Nipissing or Northern Ontario, it interests the people of Montreal and all those living along the St. Lawrence, and the men who are to-day growing wheat in the far West. There is no need to defend that Canal; its route has been a highway of commerce since the days of 1808 when flotillas of canoes carried supplies along it west from Montreal and brought back furs from the Western Provinces. The wheat of the West needs the shortest and cheapest route to the sea, and that route is the Georgian Bay Canal. I was asked about the Welland Canal at Niagara, and said it should be deepened to 20 feet at least. If people in our part look askance at the Georgian Bay Canal, I would say they should have more faith in their country and realize that even with these canals and the new railways being built, we shall hardly have enough transportation for our growing trade. But when shall these things be? We are not yet ready to build the Georgian Bay Canal, because we have a falling revenue and heavy expenditures. But if Providence spares me and the people of Canada keep me and my colleagues in power it will be our duty to take up the Georgian Bay Canal as soon as the revenue permits.

The Jackson's Point meeting was notable for a heavy rain and storm and a short speech. To the Liberal party, declared its leader, principles are more than race or creed. "I do not pretend to be a moral reformer," continued Sir Wilfrid, "but I do think I am as good a man as Mr. Borden and as good a man as George Eulas Foster. I have given my life to the task of unifying Canada, of making Canada a nation within the British Empire, and whatever the verdict of this country may be, I can look back on the last 12 years with pride." Liberal papers estimated that in these seven gatherings more than 50,000 people went to hear Sir Wilfrid Laurier. Not more than one-half actually heard him but all were influenced by the magnetism of the man, the reputation and bearing of the leader. Everywhere in the party press this idea of personality was made the pivot of the ensuing contest, the centre of every appeal, the theme of a myriad speeches and editorials. One of the best of the latter was in the Montreal

Herald of Oct. 3rd which concluded as follows: "Wise, experienced, calm, far-seeing, young in spirit under his whitening locks, graceful, smiling, hopeful, full of friendliness, proud of Canada and of Canadians, confident of Canada's destiny and keen for its advancement and recognition, wearing his heart upon his sleeve as to the broad concerns between people and Prime Minister, tolerant of opposition, firm in friendships, arduous in labour, the slave of his colleagues, but the master of his Administration, this man of the smiling countenance and the golden voice is the embodiment of many-phased leadership."

Following this organized tour came a supplementary visit to special Ontario ridings and then a closing of the campaign in Quebec. The Premier was at Cornwall on Sept. 30 with the hope —which was afterwards realized—of defeating Mr. R. A. Pringle, the late Conservative member. His speech had an assured ring: "We have been 12 years in office and these years will be remembered in the history of Canada. In them Canada has been lifted from the humble position of a humble colony to that of a nation. Before 1896 Canada was a mere Colony, hardly known in France though she was a Mother country, hardly known in the United States or Europe. In 1908 Canada has become a star to which is directed the gaze of the whole civilized world. That is what we have done." On Oct. 1st Sir Wilfrid spoke at Russell in behalf of the Hon. Charles Murphy and explained how he had personally induced the regularly-nominated candidate to retire on behalf of the new Minister. He was in the city of Quebec, his own constituency, on Oct. 5th. The speech contained nothing new although the popular demonstration accorded him was both affectionate and enthusiastic. Sir Lomer Gouin, the Provincial Premier, made a brief appeal for support to his Dominion Leader and the Government. With Mr. Lemieux Sir Wilfrid was at L'Islet on the 6th and here he made a reference to the Marine Department charges and investigation which should be recorded: "I am convinced that whatever wrong-doing there was, if any, has been on the part of Conservative officials to whom the Government shewed too much kindness and consideration when they came to power. If we had then made certain changes which perhaps should have been made, though they would undoubtedly have been attributed to political partisanship, the present troubles would not have arisen."

The Premier was at Montmagny on Oct. 7 when he declared himself to be speaking not as a French-Canadian leader but as the representative of all the races of the country. The completion of the Quebec Bridge was promised here as it had been at L'Islet. A meeting at Plessisville followed on the 8th and at St. Henedine on the 9th; Sir Wilfrid was at Thetford Mines on the afternoon of the 10th and at Sherbrooke in the evening; he addressed a great mixed gathering of electors at Farnham on the

afternoon of the 12th and another at Granby in the evening—accompanied by Hon. L. P. Brodeur and Hon. S. A. Fisher; at Constant on Oct. 13th the Premier denied the charge that French interests were menaced in this Election. "In my character as Liberal chief," went on Sir Wilfrid, "I must tell you that I am neither for French nor English, but for the whole of Canada. Still I have, of course, my liking for the race to which you and I belong. As Daniel O'Connell said, 'I like England and Scotland, but the place in my heart is reserved for Ireland, the place of my birth.' So it is with me. I like Englishmen, Scotchmen and Irishmen, but the place nearest my heart is reserved for you of my own race. But what I believe in is privilege for none and equal rights for all."

At Ormstown on Oct. 14th there was a mixed Scotch and French demonstration with children singing "God Save the King" in French as well as "O Canada." Here the Premier referred again to the corruption charges: "It is with shame and disgust," he said, "that I find the issue we are to fight upon is this petty scandal cry of the Conservative leaders. I disdain to discuss these issues. My soul is turned toward greater events and questions, and it is the future of the country I lay before you. For myself I say that I have never used my office for my personal benefit." A meeting was addressed at St. Clet on the 15th and another at Ste. Therese and Ste. Scholastique on the 16th—Sir Wilfrid stating at the latter meeting that he expected a majority of from 30 to 40. He spoke at a gathering of 12,000 people in Ottawa on the 17th and referred to some specific charges of the Opposition. The Ross Rifle had been proved at Bisley to be as good as the best; the Robins irrigation concession had been eulogized by the Medicine Hat Council and approved by the local Conservative candidate; the Crow's Nest charges had, he said, been dropped from the campaign and the Western lands allegations were met by this statement: "We changed the methods when we found that there was a possibility of wrong-doing in the Department of the Interior. We decided that all sales of timber limits would hereafter be done by public auction."

The Montreal reception to Sir Wilfrid Laurier on Oct. 20 was one of the greatest demonstrations in the history of the city. The streets were a blaze of colour and crowded with masses of cheering people who stretched for nearly five miles in an unbroken line and were estimated to number from 100,000 up to a quarter of a million. The Premier spoke first at the Monument National and then at Sohmer Park. "Let Laurier finish his work" was the favourite campaign motto displayed in Montreal as it had been elsewhere during the campaign and especially in the party press. In his speech Sir Wilfrid severely criticized C. J. Doherty, K.C., and Hon. J. A. Ouimet, who had retired from the Bench on pensions and were now running as Conservative candidates in the

Montreal district. Once more he proclaimed his mission to be the unity of races and creeds in Canada; clearly he declared himself a Liberal of the English school drawing his inspiration from Burke, Bright, Fox, Gladstone and O'Connell; in almost pathetic terms he asked for an opportunity to finish his work:

> One task finished but calls to a new task. As Cecil Rhodes said: 'So much done, yet so much to be done.' I have things in my thoughts and if God grants me life there are many, many things which I would undertake to do; but, unhappily, the years are piling up on my head and this is probably the last time that I shall appeal to my fellow-countrymen of Canada. If I were twenty or thirty years younger there are many projects which I could place before you. Unhappily I have grown old. It is a very common mistake, so common that you will not reproach me with it, will you? But having grown old, having passed three-score years, I cannot hope that there will be given me an opportunity to make another appeal to my fellow-countrymen; and, gentlemen, at this moment I make a last appeal to my fellow-countrymen and, unless I make a grave mistake, my appeal will meet with success.

The Premier spoke at Alexandria, in Ontario, on Oct. 21st, and at Malbaie, Quebec, on the 22nd. The following evening saw him addressing a meeting in Quebec City on behalf of Mr. W. Power and assuring his audience that before another election came on the great Bridge across the St. Lawrence would be completed. His last meeting was at Joliette on the 24th when 8,000 electors welcomed him. Thence he returned to his home to await the result of the struggle while through the country there continued to ring the refrain of the campaign song:

Work! Work! Work! Work!
Let Laurier finish his work.
Talk! Talk! Talk! Talk!.
Let Borden keep on with his talk.

We'll work! work! work! work!
To let Laurier finish his work.
We'll work! work! work! work!
To let Borden keep on with his talk.

Mr. R. L. Borden's Speeches, Criticism, and Policy

An Opposition Leader's task is a difficult one at the best and when he has to face a most diplomatic and clever opponent, with unbounded and special popularity in a pivotal Province of Canada, the natural difficulty is greatly enhanced. Add to it the Government's power of patronage in a young and growing country and the problem is obvious. Yet, during his eight years of leadership, Mr. Borden had won his way into complete control of his own party, the marked respect of the Liberals, and the confidence of the country so far as belief in his rectitude, capacity and character was concerned. He had toured Canada from end to end upon several occasions and presented specific proposals in a manly and straightforward way. He was fortunate in having a growing band of able and aggressive fighters with him in Parliament—George E. Foster, H. B. Ames, W. F. Cockshutt, W. B. Northrup, W. H. Bennett, etc. Outside of Parliament a group of Provincial Premiers were with him equal, probably, in strength and skill to those who were behind the Liberal leader in 1896. Personally the

tribute paid him during this contest by Lieut.-Colonel Hugh Clark, M.P.P., in the Kincardine *Review,* was an interesting illustration of much of the sentiment within his own party:

> He has not the picturesque appearance of Sir Wilfrid Laurier or the late Sir John A. Macdonald, but he has a charm of manner that makes him a likable, yes, lovable man. I met him first ten years ago in his first term of Parliament, and he impressed me then as a commanding personality; and when Sir Charles Tupper resigned the leadership of the Conservative party, I was among the first to suggest him as the next successor. During the past ten days I have had occasion to be with him continually, to learn something of his scholarship, his self-control, his mastery of public questions, his ease and grace of manner, and behind all that a tremendous reserve force that indicates the strong intellect, the masterful will, the power of command without appearing to command. He will assume the Premiership without a heritage of public or private pledges to embarrass him. One cannot but admire the caution and ingenuity with which he avoids entangling alliances or embarrassing pledges. He has the future always in view and will not mortgage it for present gain. But his most endearing qualities are his private virtues and his social charm. He takes a kindly interest in all whom he meets and is ever ready to assist others with an encouraging word or a helpful suggestion. Canada will gain enormously by a change of Government at this juncture, and not the least of her gains will be the elevation of this clean, cultured, dignified, honourable and high-minded man to the highest office in the gift of her people.

Borden Clubs had been founded in a large number of places during the past few years and, notably, in Toronto, Ottawa, Halifax, and St. John. Of course Mr. Borden had critics and even opponents within his own party ranks. Liberal papers in Quebec claimed that Mr. R. Forget, M.P., was one of these; in Ontario Mr. W. F. Maclean, M.P., and the Toronto *World* were certainly not very friendly; in Montreal Mr. Hugh Graham's difference with the Conservative leader over a letter relating to the party funds of 1904, which had been so generously aided by the former, was supposed to be responsible for the independent attitude of the Montreal *Star* during the elections. The Opposition Leader commenced preparations for the campaign early in the year and accepted, on Aug. 19th, the nomination for Halifax at a meeting where Hon. J. D. Hazen, Premier of New Brunswick, was present with promises of help in the contest and prophecies of Conservative success. At Hawkesbury, Ont., on May 2nd, Mr. Borden spoke at length and gave the keynote to many of his succeeding campaign utterances. He stated that the Civil Service Commission appointed by the Government—Messrs. Courtney, Fyshe and Bazin—was composed of Liberals; that no such Report as they made against the Department of Marine had been even dreamed of by those concerned; that no credit could therefore be taken by the Government for this investigation and its result; that had the Government been honest in its desire to make the inquiry thorough, all that was necessary was to instruct the same Commissioners to deal fully and freely with other Departments. As to the rest:

What we want in this country is a standard of merit, and not appointments according to political pull—we want reform as they have it in England; we should have a Commission to exercise control of all big transportation Companies; we should follow the United States practice and establish a system of free rural mail delivery; we want Government ownership of telephones. This question is already well advanced, as Manitoba, Alberta, and Saskatchewan now own their systems. We appeal in the election which is coming not only to men who call themselves Conservatives, not only to men who call themselves independent, but to all men who are in favour of obtaining honest, progressive government in this country. Surely there is good reason to doubt the record of these men in power; surely the public conscience of the country is not so dead as to allow the continued exploitation of the public domain by speculators; surely Canadian electors will not stand for the handing over of timber, grazing, and other lands to manipulators; surely the people will demand that the public moneys of this country must be spent for the benefit of the people and the country.

On Aug. 18th it was announced that Mr. Borden would shortly begin a tour of Ontario, Quebec and the Maritime Provinces, and that he would have the help of the Hon. Richard McBride, Premier of British Columbia, Hon. R. P. Roblin, Premier of Manitoba, Hon. J. D. Hazen, Premier of New Brunswick and Sir James Whitney, Premier of Ontario. Mr. McBride was not, eventually, able to come but he did pronounced service in his own Province and sent Hon. W. J. Bowser, K.C., Attorney-General and a fluent, effective speaker, to take his place. The Ontario Premier did not return from his visit to England until late in September but Hon. W. J. Hanna, Provincial Secretary, Lieut.-Col. Hugh Clark, M.P.P., and other Provincial Conservatives shared in the campaign. On Sept. 3rd Mr. Borden spoke in Halifax and at Dartmouth, on the 7th he was at Bridgewater, on the 8th at Yarmouth, on the 10th at Shubenacadie, on the 11th at Middle Musquodoboit. The Liverpool meeting was notable for an emphatic reiteration of the Halifax platform of 1907 as to which he declared that more planks had already been put into effect by the Liberals than had been the case with the planks of their own platform of 1893. He urged, in particular, the adoption of Civil Service Reform, Government ownership of Telephones and Telegraphs, control of public utilities through a re-organized and enlarged Railway Commission, improvement of the Intercolonial by placing it under a Commission, better postal service and, especially, free rural mail delivery. At Shubenacadie Mr. Borden brought out the point that the Tariff might have been slightly lowered in rate but owing to the increased price of goods and products it was really higher in effect. With the exception of the Reciprocity plank he claimed to stand, practically, upon the Liberal platform of 1893. He stated that Merwin, the middleman of the Marine Department, had altogether got $404,000 out of the public purse and again quoted a member of the Courtney Commission as saying that in every one of the past 4 years at least $1,000,000 of the Government's expenditure had been wasted or pilfered.

The Halifax meeting on Sept. 14 closed Mr. Borden's Nova Scotia tour—from which much was hoped by his party—and it was the real opening of his campaign. With him as speakers were Mr. Roblin of Manitoba and Mr. Hanna of Ontario and Mr. Hazen of New Brunswick; the speech itself was published throughout the Dominion; the meeting was one of large proportions and great enthusiasm; the Opposition Leader was hailed by banners and speakers—as indeed he was described by his supporters throughout the campaign—as "the coming Premier of Canada." In his speech he analyzed, plank by plank, the Liberal platform of 1893 and described the little attention paid to it by the dominant party; went over again and confirmed what was now pretty generally known as his own "Halifax platform of 1907"; declared that he did not fear defeat in a clean fight but preferred it to victory won in any other way; stated that the record of Liberal corruption was "so long and so startling that the whole evening might be occupied in enumerating the various scandals brought to light during the past three years"; described the Liberals as practising Protection for political expediency and upon no basis of sincere belief; alleged that every branch of the public administration had been mismanaged and every great public undertaking of the Government bungled.

He declared that in another five years little would be left of the public domain under present conditions and if Laurier was allowed to "finish his work"; stated that while Sir Wilfrid had promised purity of administration "he had abandoned the public exchequer to the plundering and pilfering of unscrupulous party friends and had permitted the public domain to become the prey of his strongest partisans." Mr. Borden went on to claim that the whole policy of the Government in Parliament was "to shut off investigation and prevent publicity"; alleged that the condition of the Marine Department was known to the Prime Minister long before the Civil Service Commission reported; declared that "criminals have been appointed to positions in the public service —men engaged in the most nefarious electoral crimes have been appointed to positions of public trust. No heeler in his zeal for party interest need fear that the most outrageous disregard of law and decency will prevent his appointment to public office." He spoke of the reforms recently effected by the Government in the Railway Commission, Civil Service, etc., as forced upon them by an alert and efficient Opposition and then referred to the Conservative bribery which had been discovered in the Colchester (N.S.) bye-election, where the victorious candidate of his party had been involved in a charge of distributing whiskey (through an alleged agent) disguised in tomato cans. "If there has been wrong-doing by Conservatives I denounce it. I denounce those who committed it or are responsible for it and I declare that they should be punished with the full legal penalties." As to the many

corrupt acts charged against the Government he spoke of compulsory restitution, if he were returned to power, and in various succeeding speeches dwelt upon this point. "If fraud or imposition has been practised, if the trustees and servants of the people have conspired to plunder the interests they were bound to protect, there must be a remedy for the wrong and we have pledged ourselves to pursue every legitimate means of redress which can be made available in the interests of the people."

Mr. Borden, with Messrs. Roblin, Hanna, and Hazen, spoke in St. John, N.B., on Sept. 15th and at Fredericton on the 16th where the Leader declared that "the Government laughed at the proposal for free rural mail delivery in my Halifax platform but was now going to adopt the policy." Following these meetings, and one at Quebec on the 17th, Mr. Borden went to the Eastern Townships of Quebec—a section partly English in its settlement and at one time largely Conservative in opinion. At Sherbrooke on Sept. 18th he received an enthusiastic reception. With him as speakers were the three Provincial leaders who had been at Halifax and St. John and Mr. T. Chase-Casgrain of Montreal. He proclaimed the Conservative party as always standing for harmony, unity and equal rights, and urged at length his plea for purity in politics and for clean elections. "The Conservative party could not and would not depart from that ideal. The Liberals had been making much of the Colchester affair. He could pronounce no opinion on the guilt of the man now before the Courts but he would declare that a Conservative guilty of corrupt acts was no friend of the party, and should be punished. Any reproach of this kind came with very bad grace from the machine leaders of the Liberal party, who had appointed to public office, pensioned and rewarded, heelers of the party with offences hundreds of times more serious than those alleged in the Colchester election trial." Mr. Premier Hazen attacked Dr. Pugsley with vigour and described the Minister of Public Works as having been a New Brunswick Conservative for 18 years and as, latterly, belonging to three parties within three months. He also dealt at length with Provincial politics as they were said to have been manipulated by his old-time opponent.

Meanwhile the meeting in Quebec City had been one of reasonable strength and enthusiasm. Mr. Armand Lavergne, the Bourassa lieutenant in the Provincial House, was on the platform and Mr. L. P. Pelletier spoke, as well as Mr. Borden's other companions of the tour. A vigorous attack upon Dr. Pugsley was made on this and subsequent occasions by Mr. Hazen who charged him with drawing moneys from the New Brunswick Treasury when a Minister and placing the debt in a "suspense account." Mr. Borden discussed the Quebec Bridge and declared that had the Conservatives been in power it would have been constructed as a Government work and finished by this time. Mr. Chase-Casgrain

denounced what he called the Premier's appeal to racialism and pointed out that in Ontario Sir J. P. Whitney had called Dr. Reaume, a French-Canadian, to his Cabinet while in New Brunswick Mr. Hazen had Dr. Landry as a Minister. Mr. Borden and his friends spoke at Cowansville on the afternoon of Sept. 19th and addressed a crowded mass-meeting at Montreal in the evening. Here he faced and quelled a pronounced disturbance which was variously charged in the press to C.P.R. strikers and to party opponents.

The Opposition Leader began by defending his Provincial party colleagues for coming to his help in this campaign. During the Ontario Provincial elections Messrs. Paterson, Aylesworth and Graham had left their Departments at Ottawa to aid their friends and in the New Brunswick elections Hon. Dr. Pugsley had been in the thick of the fight. He then dealt with the Liberal charges and Conservative counter-charges as to party campaign funds in the 1904 elections. At some length he defended Mr. Hugh Graham, who had taken so keen an interest in the conduct of the elections in 1896, 1900 and 1904, and described his help as having been patriotic and absolutely unselfish. As to the personal controversy over a certain letter he was rather vague. Mr. Graham had stated that a letter dealing with moneys for use in the elections of 1904 was written him by Mr. Borden on or about Oct. 23rd of that year; Mr. Borden at Montreal, on Sept. 3, 1907, had stated that "during the campaign of 1904 no such letter was ever written by me"; he now observed at this 1908 meeting that "in respect to some alleged or supposed discrepancies between Mr. Graham and myself with regard to a certain letter, the memories of men may be at fault from time to time with regard to the date or contents of a letter, but I would be the last to imagine, and I am sure you will agree with me, that Mr. Graham would ever in the slightest degree deviate from the truth in any statement made by him, whether under oath or otherwise."

Mr. Borden went on to claim that letters on file at Ottawa shewed hundreds of thousands of cubic yards of common earth excavation, on the Government part of the Transcontinental Railway, to have been classified as solid rock at $1.50 per yard instead of 21 cents; he denounced this whole project as likely to cost $200,000,000 instead of the $13,000,000 of the Premier's original estimate; he described the Imperial Pulp Company, or T. A. Burrows, M.P., as securing for $55,000—without public competition, or reserved bid, or even valuation—timber limits now worth $1,000,000. Speeches followed from Mr. Roblin, Mr. Hazen, Mr. L. T. Marechal, K.C., and Mr. Hanna. This part of the Opposition Leader's tour closed with an estimated attendance of 31,000 persons at his meetings; a feeling of confidence as to the improved position of the party in these portions of the Dominion; a stated

belief by speakers and party writers that Ontario would do wonders, that Quebec would shew better results than in 1904 and that the Opposition would gain materially in the Maritime Provinces.

The Ontario campaign tour commenced at Pembroke on the afternoon of Sept. 21st and Mr. Borden was accompanied by Messrs. Roblin and Hanna, Mr. Premier Hazen having been called home to St. John by Provincial business. An enthusiastic demonstration took place at London on the following day and here for the first time Mr. Borden had the assistance of Hon. W. J. Bowser, Attorney-General of British Columbia, as well as of the other Provincial speakers. Mr. Bowser dealt with the Dominion Government's alleged aggressions upon the Provincial rights of British Columbia and its refusal to exclude the Japanese. Toronto was reached on Sept. 23rd and a great meeting in Massey Hall, as well as another over-flow gathering, heard Mr. Borden devote himself almost entirely to charges of graft, corruption, etc., against the Government and to a vigorous defence of Mr. Foster. "I have had the honour and pleasure of knowing Mr. Foster in public life for twelve years. I have yet to know where any man can place his hand on one spot in Mr. Foster's public career which was not straightforward, honest, and creditable to himself."

He demanded and promised the three essentials of democratic government in Canada—the honest expenditure of public money for public purposes, honest administration of the public domain, decent appointments to office. "I do not object to liberal expenditure in a new and undeveloped country like this. But for every dollar taken from the taxpayer's pocket there should be a dollar received in return." As to Western lands and the use of the public domain for party friends he demanded and promised restitution. In the result he hoped and believed there would be a Conservative victory as great as that of 1878. Other speakers were Mr. Bowser, Mr. Roblin, and Hon. J. J. Foy, Attorney-General of Ontario. The Manitoba Premier was particularly vehement in his characterization of the Toronto *Globe* and its policy and declared that, under the influence of that paper's proprietors, the Government had increased the subsidy to the Crow's Nest Pass Railway from $5,000 to $11,000 a mile. At Peterborough on the 25th a most demonstrative meeting was held and exceptionally vigorous speeches made. Mr. Hampden Burnham, the Conservative candidate, charged his opponent, Hon. J. R. Stratton, with graft and perjury; Mr. Roblin renewed his attack upon *The Globe* and its Editor; Mr. Borden even departed from his usual rôle of extreme courtesy:

> True, Sir Wilfrid Laurier says that no man can be half as honest as I talk. Is that ennobling sentiment from the Prime Minister? Does he speak for himself? If he does, I am not surprised, because, after giving me his solemn promise to investigate the Brockville and West Huron election crimes, he directed his followers to strangle investigation. No wonder that man with his record behind him doubts his own honesty. No

wonder he recommends our woollen manufacturers to work off shoddy goods upon the unfortunate consumers of Canada. Let me tell him that we will no more put up with his shoddy politics than we will put up with his shoddy morality.*

On Sept. 26 Picton was visited—the home county of the Manitoba Premier—and addresses given by Sir Mackenzie Bowell as well as Messrs. Borden and Roblin. According to a press interview at this time (Winnipeg *Telegram,* Sept. 27) the Opposition Leader declared himself in favour of the immediate Government construction of the Hudson's Bay Railway with the terminals and railway and elevators built, owned, and operated by the Government. On the afternoon of the 28th Mr. Borden and Mr. Hanna were at Ingersoll and in the evening at Galt; on the 29th, with Colonel Hugh Clark, they were at Guelph; in between these speeches and visits Mr. Borden was whirled through points in North Waterloo where it was thought a few words from him would do good; on the 30th the Leader and his speakers as above were at St. Mary's; from this place and through Stratford, Listowel, and Durham, winding up at Hanover on the night of Oct. 1st, Mr. Borden delivered 4 speeches in the one day. On the 2nd he issued a statement to the press regarding some immigration strictures by Hon. W. J. Hanna which had been misunderstood or misrepresented: "What Mr. Hanna said in my presence, and I was present on every platform from which he has spoken, was that he welcomed desirable white immigrants of any nationality, but he objected to the bonused immigration of persons who are physically, morally, and mentally unfit. He insisted that immigration should be brought in under more careful supervision and that pains should be taken to sift out the undesirable class." At Simcoe on the same date he spoke to a large gathering, accompanied by Messrs. Hanna and Clark; he was at St. Catharines on the afternoon of the 3rd and at Thorold and Niagara Falls in the evening. During this week Mr. Borden had addressed 17 meetings and of the tour, as a whole, Mr. Premier Roblin told the Winnipeg *Telegram* on Oct. 6th that:

I accompanied Mr. Borden on his tour, starting at Halifax, N.S., and ending at Cobourg, Ont., covering in all some 21 meetings. It is admitted by all competent judges to be the most successful series of meetings since those inaugurated by Sir John A. Macdonald in '77 and '78. Thousands attended every meeting, the keenest interest was shewn and the enthusiasm was simply unbounded. Numbers of Liberals came forward and voluntarily proclaimed allegiance to Mr. Borden, declaring that they could not tolerate the acts of the Government at whose head was Sir Wilfrid Laurier; among these were three ex-members of the House of Commons, who sat in the last Parliament as Liberals. In no case could any Conservative be found who was not attached loyally to Mr. Borden.

On Oct. 5th Mr. Borden received the unanimous re-nomination of his party in Carleton County and on the same evening addressed

* Toronto *Mail and Empire* report, Sept. 26, 1908.

a mass-meeting at Ottawa with Mr. P. D. Ross in the chair and speeches also from Mr. Hanna and T. W. McGarry, M.L.A. At Brantford on the 6th he made the following reference to Preferential tariff matters: "We very freely admit that the people of the British Isles are entitled to frame their own fiscal policy, but that does not prevent us in Canada from looking forward to the consummation of a great ideal of mutual preference and, therefore, the platform laid down at Halifax in 1907 urged as one of its planks that we should by negotiation, argument and every legitimate means, endeavour to bring about the consummation of the great policy in respect of which Sir Wilfrid Laurier had betrayed our interests in 1897." He was at Kingston on the 7th and addressed a crowded and enthusiastic gathering. He asked for quality and not quantity in immigration affairs, denounced Mr. Fielding and the Government generally for dealing flippantly with charges of corruption, described W. T. R. Preston as "manipulating the North Atlantic Trading Company swindle," urged the extension of the Intercolonial and its operation by a Commission, and described "political pull" in Canada, under present conditions, as more valuable than real estate.

Mr. Borden spoke at Pakenham in North Lanark on the afternoon of the 8th and at Carleton Place in the evening. He was at Sudbury on the 9th, and in the midst of a Northern Ontario mining region, with Hon. F. Cochrane, Provincial Minister of Lands and Mines, in the chair. On the 10th he was at Cobalt, and also spoke in North Bay on his way to Ottawa. Shawville, Que., was visited on the 12th and an impromptu meeting addressed at Aylmer in the evening; Cornwall, Ont., turned out to hear him on the following night and Mr. Borden stated that the watchword of his party, if returned to power, would be "restitution"; Brockville was reached on the 14th and a great reception given in the heart of the Minister of Railway's constituency. Here Mr. Hanna also spoke. At Westmount—a suburb of Montreal—on Oct. 15th Mr. Borden brought out a rather new point in his discussion of the Marine Department charges: "It is not generally understood that every Department of the Conservative Government in 1892 was under the scrutiny of a Civil Service Commission with the same Chairman (Mr. J. M. Courtney) as in the recent famous Civil Service Commission; and that the Commission in 1892 reported that the Department of Marine and Fisheries was efficiently and economically administered and that it found no praise too high for that Department." As to political conditions he was very optimistic: "I have had the pleasure of addressing a great many meetings throughout the Province of Ontario during the past three weeks. The receptions with which I have been greeted, the vast throngs which have attended our meetings, the wonderful enthusiasm and interest which have been exhibited at these meetings, I think justify me in conveying to

you from Ontario a message to the effect that that Province will on October 26 give to the cause of good government in this Dominion, the cause for which the Conservative party stands, a record majority."

On the 16th Mr. Borden addressed a mass-meeting at Granby, in the Eastern Townships, and in the evening was at Lennoxville. He reached Shediac, N.B., on the following day and addressed a large audience there and one at Moncton in the evening. On the 21st he received a great welcome at New Glasgow, N.S., accompanied by Mr. C. E. Tanner and Colonel H. Clark; on the 22nd and 23rd he wound up this most arduous campaign by a mass-meeting in his old constituency of Halifax—which he was destined to again capture—and by two meetings at Dartmouth. In his Ontario tour alone Mr. Borden had, in 20 days, addressed 31 meetings in 37 different constituencies and with an estimated attendance of 75,000 persons. In seven weeks he had spoken to some 60 meetings over a wide sweep of country and covering four Provinces of the Dominion. According to a newspaper correspondent (Toronto *World,* Oct. 11) who was with Mr. Borden in 1904 as well as in 1908 there was a great difference in the public reception accorded the Conservative Leader in the two campaigns: "Everywhere the Conservative chieftain has been acclaimed by crowds that have overflowed the largest halls that could be obtained and a genuine interest has been evidenced in his tour and in the issues before the people." Two incidents closed the contest so far as Mr. Borden was concerned. On Oct. 23rd he wired J. W. Maddin, the Conservative candidate in Cape Breton, as follows: "I authorize you to give most emphatic contradiction to statement that election of Conservative party means removal of steel bounties and coal duties. There is absolutely no intention of disturbing present conditions." Four days earlier the Leader of the Opposition issued a Manifesto summarizing the policy of the Conservative Party as follows:

To give to the farmers and producers better facilities and more favourable rates for transportation.

To keep our young men on the farms and to bring within their reach the comforts and conveniences of modern civilization; better postal facilities, free rural mail delivery, cheaper and wider use of the telegraph and telephone.

For the labouring men such application of the principle of Protection as will justify and insure the payment of a fair living wage and will safeguard their interests against unfair and unjust competition whether by means of undesirable immigration or pauperized labour in other countries.

For the fishermen better consideration of their interests and more favourable access to our own home markets.

For all the people honest administration of our public revenues and honest expenditure of public moneys for public purposes alone; a thorough reform of our Civil Service; decent appointments to public office; reformation of the election laws and thorough enforcement thereof; restitution to the people by all constitutional means of their pillaged public domain; thorough control of our public utilities; more careful selection of immigrants and exclusion of undesirables.

Non-partisan management of our state-owned railway; a fiscal policy which will develop all our great resources, including those of the forest, the mine, and the fisheries; the development and improvement of our national waterways and the equipment of our national ports; the promotion of preferential trade within the Empire; the unimpaired maintenance of Provincial rights and liberties.

Liberal Policy and Attitude in the Campaign

A general view of party conditions has been already given; several references have been made to the exceptionally prominent place accorded the Prime Minister and his personality in the contest; the record of the Liberal Government during the previous 12 years was the subject of many pamphlets. That the immigration of 1904-8 had been 852,000, as against 113,000 in 1892-6 under the Conservatives, and a total of 1,219,943 in the years from 1897 to 1908; that the Public Debt of the country was $50.82 per head in 1896 and $40.50 in 1908 while the average rate of Customs taxation in the former year was $18.28 and in the latter $15.66; that the increase of the Debt in 18 Conservative years was $118,135,363 and in the past 12 Liberal years only $19,463,427; that Canadian trade had totalled $5,152,259,709 in 1897-1908 as compared with $2,626,221,618 in 1885-1896 and the exports in general doubled during the 12 years of Liberalism; that Mineral exports had increased from $62,646,897 in the 12 Conservative years to $336,488,492 during the past 12 years; that Bank deposits had similarly increased under the Liberals by $405,097,089 as compared with a Conservative increase in 1885-96 of $109,506,700; that capital invested in manufacturing establishments had increased $386,999,668 between 1900 and 1905 and the value of products by $225,393,203; were some of the points.

It was claimed that the Preferential tariff had increased imports from Great Britain by $64,000,000 between 1896 and 1908; that it had substantially reduced taxation to the Canadian consumer; that Canada had in this policy led the way for the Empire and been followed by New Zealand, South Africa, and Australia. Anti-combine and anti-dumping legislation had been passed; Germany had been punished by the Surtax for its fiscal discrimination against Canadian goods; Canada had practically obtained the power to negotiate its own Treaties; the St. Lawrence and Great Lakes waterway system had been variously improved in the deepening of Canals to 14 feet, in improving the harbours, in bettering the ship-channel from Montreal to the sea, in extending the Government Telegraph system to the sea, in reducing Marine insurance rates; the Crow's Nest Pass Railway had been built by a subsidy of $3,630,000 and a great and rich country opened up; the Intercolonial (Government) Railway had been extended from Lévis, Quebec, to Montreal, its equipment improved and its mileage increased by 299 miles; the Railway Commission had been established and enlarged; the Western Provinces had been enormously developed and agriculture aided by

cold-storage facilities, improved inspection of exports, the appointment of a Live-Stock Commission, re-organization of the Veterinary work; and $5,441,607 spent on Agriculture by the Department in 12 years as against $1,453,274 spent in a similar period by the Conservatives.

Much was made of the Government's Labour legislation, its creation and administration of the new Department, its abolition of the sweating system in Government contracts, the workings of the Lemieux Act, the prohibition of Chinese immigration; great credit was taken, and well taken, for the administration of the Post Office, its increased revenues, lower rates, varied improvements and growth, its aid in establishing Imperial Penny Postage; the work of the Trade and Commerce Department, the organization of Old-Age Annuities, the help given in constructing and maintaining the Pacific Cable, the establishment of a branch of the Royal Mint at Ottawa, the Lord's Day legislation, were also elements in this 12 years' record; as were the taking over of the Esquimalt and Halifax fortifications, the increase in Militia pay, the organization of new Militia services, the establishment of the central training camp at Petawawa, the starting of the Ross Rifle factory at Quebec. In the Postal reform argument the following figures were published by the Liberal press:

Letters to Great Britain and the Empire generally—Conservative rate, 5 cents; Liberal, 2 cents.

Letters to Canadian points—Conservative, 3 cents; Liberal, 2 cents.

Letters to United States—Conservative, 3 cents; Liberal, 2 cents.

Drop letters for city delivery—Conservative, 2 cents; Liberal, 1 cent.

Papers sent to Great Britain by the public—Conservative, 8 cents per pound; Liberal, 4 cents.

Papers sent to Great Britain by publishers—Conservative, 8 cents per pound; Liberal, one-quarter of one cent per pound.

Such was the constructive policy of Liberalism; these were elements of influence which no critic could object to the use of. There were other factors in the contest such as the building of the Grand Trunk Pacific, the promised construction of the Hudson's Bay Railway, the alleged bountiful pledges of local expenditure in many ridings. There was the defence offered against charges of extravagance of which the following extract from *The Globe* of August 29th is a good indication and the fact of Canada's general growth a good support: "Canada is not the only land where expenditures have been rising. In Great Britain, where national finance has become an exact science, the expenditure rose from £85,761,418 in 1896 to £121,323,837 in 1907. In the United States the expenditure rose from $457,088,344 in 1896 to $1,008,804,894 in the estimates of 1909." The Liberal reply to charges of corruption, or what was termed the slander campaign of the Opposition, was summarized as follows by a friendly critic —Mr. E. W. Thomson in the Boston *Transcript:*

The alleged 'scandals' may be brought under two heads: (1) those in which officials of the Ministry are charged with having been negligent, extravagant, or corrupt; (2) those in which the policy of the Ministry is said to have caused public money, land or timber to have accrued to private persons, often supporters of the Ministry. It is noteworthy that there is not one alleged 'scandal' in which any Minister has been charged with malversation or the use of his position to make personal profit. It is certainly true that some officials of the Marine and Fisheries Department were negligent and extravagant, but none have been proved corrupt. The system of ordering and purchasing goods for ships, lighthouses, etc., was inherited from preceding Governments. It was radically bad. When the present Minister, Mr. Brodeur, found reason to suspect that evil was resulting from this system he took measures to amend it. Before these were completed the Cabinet empowered a Commission of three men, two of them famous in Canada for their inquisitorial energy and rhadamanthine severity. They were empowered to investigate the Civil Service generally. They found a good deal of fault with the Marine and Fisheries Department. They intimated rather darkly that some unnamed officials in the latter must be corrupt. The Government suspended the men against whom insinuations were thus directed and appointed a severe Judge to investigate the business.

As to the 'scandals' arising from administrative policy, or on direct Ministerial responsibility—two of them appear to the present critic as of no serious moment. One was the case of the Saskatchewan Land Valley Company, the other that of the North Atlantic Trading Company. Both were ventilated by me in the *Transcript* two years ago. In both cases, I alleged at the time, that the Ministry appeared to have varied from their usual regulations or policy, with the effect that illegitimate profits had accrued to private persons. But in both cases I then admitted that the Government had been seeking the public benefit and that their defence was at least plausible and perhaps altogether sound.

Sir Wilfrid Laurier paid little public attention to the charges; Mr. Fielding, Mr. Fisher and other leaders passed them over with equal indifference; Sir R. J. Cartwright in his Toronto speech made a simple reference to the punishment of graft—if it could be proved; Mr. Murphy, in his Ottawa speech, enumerated Liberal reforms and achievements and declared that all that Conservatives had to offer in contrast to these were criticisms that "a middleman had got 50 cents too much, or that 75 cents had been paid for napkin rings for the crew of the ice-breaker *Montcalm.*" In the matter of Western timber limits, Liberal campaign pamphlets and political speeches replied by declaring that Conservatives during their time of office set the pace and for 18 years had regarded the public domain as a perquisite to be divided amongst Canadian Senators, members of Government and Parliament, defeated candidates, party workers, etc.; claimed that in that period—1878-1896—29,322 square miles of timber limits, covering 18,766,080 acres of land, were divided up in this way and that of the total 23,978 square miles were given away without one cent of equivalent going into the Treasury; stated that in 1896-1908 only 6,500 square miles of timber limits had been sold, leaving 123,500 square miles still available, and that these sales had netted $528,875 in bonuses while the far greater Conservative sales had brought to the Government only $121,099. The campaign pamphlets defended in some detail the alleged Halifax and

Moncton land deals of the Government, the extravagance of the *Arctic* and *Montcalm* equipment, the character of the North Atlantic Trading contract, the Saskatchewan Valley Land Company and other land or timber deals, the Robins and Galway lease cases, etc.; but the general subject of graft charges was not handled in Liberal speeches any more than imperative local conditions rendered necessary.

The policy of the Liberal speakers and writers was in fact one of aggression rather than defence and the Hon. George E. Foster was the chief target of their guns, the object of keen and organized and bitter attack, the centre of a campaign of charges. In the North Toronto constituency he was compelled to make the fight of his life; an opponent (W. H. Shaw) was found who promised and expected victory and took every available means to secure it; everything possible was done to confine Mr. Foster's political sarcasm, rhetorical power and effective speeches to his own riding or to at least limit his general activities; the Liberal press throughout the country held him up as an embodiment of the political corruption which Conservatives were alleging so vigorously against the Government and claiming so strongly as a reason for its defeat; Liberal speakers everywhere asked the public if it wanted to exchange a Fielding for a Foster? The Montreal *Star,* an independent paper in the contest, attacked him strongly and bracketed his name in its criticisms with that of Sir F. Borden while the Halifax *Herald* and Toronto *News* (both Conservative) were widely quoted in criticisms of an earlier period connected with the original Insurance investigation.*

The Montreal *Herald* (Lib.) declared on Oct. 5th that: "It might almost be said that the General Election has simmered down to a question whether Hon. George Eulas Foster is to have any further part in the public life of the Dominion"; the central party organization republished Hon. A. B. Aylesworth's House of Commons review of the Insurance Commission Report, of Mr. Foster's relations with the Union Trust Company and the Independent Order of Foresters; another pamphlet entitled "Frenzied Finance and the Foresters" was circulated in tens of thousands by Liberal committees and was described by Mr. Foster in the Commons, on June 18th, as touching no part of his political career or public actions, as affecting only his private business relations, as entirely untrue yet as not affording means for a libel suit or other adequate defence; the Hon. S. A. Fisher, Minister of Agriculture, at Lachute, P.Q., on Sept. 3rd, dealt at length with the Insurance Report from a party point of view and described Mr. Foster and his friends as profiting by speculations carried on with the Foresters' money—through the Union Trust Company of which Mr. Foster was Manager. "If the funds of the Association," Mr. Fisher continued, "had benefited by the profits of these

* NOTE—See *Canadian Annual Review* for 1906 and 1907.

speculations I believe that to-day the old members would not be obliged to pay larger assessments, and meet a condition of affairs in the Association for which Mr. Foster and his friends are largely responsible. And this gentleman, who has been thus manipulating —I might say thimble-rigging—with the Foresters' funds is the same man to whom the Conservative party want to trust the finances of Canada."*

In a letter of Sept. 16th, which was largely republished in the Canadian press, Mr. E. W. Thomson wrote of Mr. Foster's "infidelity to the most sacred fiduciary relations"; why, asked the Liberal press from one end of the country to the other, was Mr. Foster not touring with his Leader and giving him the benefit of his fighting, forceful oratory? In the far West the Edmonton *Bulletin* (Mr. Oliver's paper) had a series of bitter articles upon him and his colleagues, while on Oct. 1st, Mr. W. E. Knowles, M.P., at Mortlach, Sask., referred to Mr. Foster's "perfidy and treachery" and to his "trafficking in the funds left for wives and orphans." Speaking at a North Toronto meeting on Oct. 6th Mr. J. A. Macdonald of *The Globe* defended the attitude of that paper, reviewed Mr. Foster's public life, analyzed his connection with the Union Trust Company and the Foresters in almost savage terms, and concluded by reading two private letters from the, then, Manager of the Trust Company to Dr. Oronhyatekha, the head of the Foresters. Where these letters had come from was never stated; no proof of their *bona fides* was given; they had not been referred to in the Insurance Commission Report or given as evidence and were, therefore, not public documents:

My Dear Doctor: As you know, the Foresters have $500,000 of their money in the Northwest land deal. On the security of this we have borrowed all the money we can from the Banks. We have also put into this deal as much of the I.O.F. current account as can be arranged. We require still more money. Could we not have part of the Reserve fund for this purpose. Yours sincerely, George E. Foster.

Dear Doctor: I have not received a reply to my former letter. Let me assure you that the machinery of the Union Trust Company requires oil. Please turn on the tap. We need the surplus of the I.O.F. Yours sincerely, George E. Foster.

These letters were published broadcast throughout the country and were really a factor in the final result. To his constituents on Oct. 8th Mr. Foster demanded light as to where or how they had been obtained, stated that the heads of the I.O.F. denied giving them out, referred to the absence of dates, described them as otherwise incomplete, and challenged his critic to produce them. Mr. Macdonald returned to his charges on the 11th and said that other private letters of a similar kind had passed between the Supreme Chief Ranger and his financial Manager but refused to indicate the source of his knowledge or to give further details. At

* NOTE—Montreal *Herald* report, Sept. 4, 1908.

Windsor, on the 13th, he renewed the attack and again at Orillia on the 20th. In all these speeches and in many others throughout Canada Mr. Foster was also charged with taking a commission of $2,480 in the Swan Lake lands transaction while acting as Manager of the Trust Company. On Oct. 22nd he published in the Toronto *News* and the press generally the following categorical reply to this and other accusations: "I have given this as well as all charges and insinuations of this character an emphatic denial on the floor of Parliament and elsewhere—time and time again. But, let me once more repeat, there is not one word of truth in the insinuations which have been made and published in this campaign with reference to my dealings with the Union Trust Company or the I.O.F. I have never received any commission, secret or otherwise, in any transaction in which the Union Trust Company or the I.O.F. were beneficially interested." At the same time he served notice of action against Mr. Macdonald and *The Globe* in connection with three articles which appeared on Oct. 21st and which embodied the various charges already outlined. The suit went through the usual phases but was still in the Courts at the close of the year. Meanwhile Mr. Foster had sued Mr. J. W. Levesque, a member of the Quebec Legislature, for stating that his alleged speculations with I.O.F. funds had raised the premiums and assessments of that Association and on Oct. 9th obtained from *Le Canada* of Montreal the following retraction of similar charges:

> We published in our issue of 29th of September a letter from St. Anne de la Parade, in which Mr. Foster was accused of having taken from the mouth of the poor orphan and the widow the bread which their fathers and husbands had given them—the fruit of their hard labours—and of enriching himself at the expense of the poor workman and of taking from his children their daily bread. This letter we need not now say escaped the notice of the management. Until now we have fought Mr. Foster vigorously enough, but we are not anxious to attack his conduct in the affairs of the Independent Order of Foresters. If we have the right to discuss and to blame the conduct of the former Minister of Finance, it is not right to allow it to be said, either by our correspondent, or by our journal, that Mr. Foster has robbed the orphans and the widows, and that he has taken their daily bread from the children of the workers, because such a charge is without foundation.

Such was a leading Liberal issue in the campaign—an effort to keep one who was claimed to be an undesirable public man out of Parliament and to offset Conservative charges of corruption by attacks upon his record in business and politics. Through him, in this way, it was possible to strike at Mr. Borden, to reflect upon the character of his Ministry if he were returned to power, and to neutralize somewhat the damaging campaign in the country of Mr. H. B. Ames with his stereopticon presentation of the Western land issue. This, and the Premier's tour, were the most important incidents upon the Liberal side so far as Ontario was concerned. Mr. Fielding addressed a mass-meeting in Toronto on

Oct. 1st and dealt strongly and soberly with the Government's financial and commercial policy. The Government, he said, believed in meeting conditions as they arose, not in dwelling upon theories; it had saved the country $54,000,000 of tariff taxation in 12 years; it had added 1½ millions a year to the Public Debt as compared with 6½ millions in the 18 years of Conservative rule; the Liberal Government spent money when the revenues produced it, the Conservatives spent it when they didn't have it. Sir Richard Cartwright's Toronto speech on Oct. 8th was somewhat academic, retrospective and non-partisan. The progress of the country was his text and he handled it as might be expected from so experienced a statesman and politician.

This was Sir Richard's only speech in the campaign but Mr. Fielding made a tour of Ontario and spoke with a good deal of rhetorical and convincing force at Sarnia, Windsor, Galt, Owen Sound, Hamilton, Cobourg, Kingston, and Brockville. Mr. Fisher, Minister of Agriculture, addressed meetings at Milton, Ridgetown, Aylmer, Blenheim, Harrow, Brooklin, Orono, and Picton. Mr. Graham, Minister of Railways, addressed a large number of meetings including Eganville, Napanee, Brockville, Guelph, Midland, Stratford, St. Mary's, Palmerston, Barrie, Sault Ste. Marie, St. Catharines, Ingersoll and Carleton Place. Mr. Paterson, Minister of Customs, took charge of Tillsonburg, Collingwood, Port Perry, Port Hope and Almonte. Mr. Aylesworth, Minister of Justice, only made a few speeches. He was in Toronto with Mr. Fielding and at Picton afterwards but, chiefly, he stayed in his own riding of North York. As to incidents of the fight in Ontario Mr. T. C. Robinette's struggle to win Centre Toronto was one of the most picturesque. He made a special effort to obtain the Italian vote in that riding while it was claimed that his opponent, Edmund Bristol, had the Jewish vote. On July 21st Mr. Robinette issued a vigorous appeal through *The Globe* for the organization of Young Men's Liberal Clubs throughout the Province and that paper followed up the effort with this editorial definition, transcribed from Gladstone: "Political Conservatism is belief in the few tempered with fear; political Liberalism is belief in the many tempered with prudence." Capital was made out of Hon. W. J. Hanna's references to "foreign" immigrants in Ontario asylums and prisons as including British-born under that designation; Mr. Mackenzie King, though he devoted his whole time to winning North Waterloo, was none-the-less kept before the public as an interesting figure in the Liberalism of the moment.

The issues of the campaign in Quebec were very much simplified by the immense influence of Sir Wilfrid Laurier's personality. So great was it that Mr. H. Bourassa, whose sympathies were said to incline toward the Opposition, remained passive and Mr. Lavergne merely took a seat on the platform at Mr. Borden's

Quebec meeting. Wherever a tangle took place in the constituencies through rival Liberals seeking the nomination—as in Soulanges or L'Assomption—a word from Sir Wilfrid settled the issue. There were other factors, of course, and one of them was the general well-being of the *habitants*. According to a *Globe* correspondent at Quebec, on Oct. 9th, "one-fifth of the farms in the Counties of Dorchester, Lotbinière, Megantic, Beauce and Lévis were deserted by their owners in 1896, who were compelled to sell their live-stock and close up their houses, and proceed to the United States to make a living in the factories of New England or in brickyards. This condition had undergone a great change since 1896." Sir Lomer Gouin, the Provincial Premier, took no active part in the contest but he appeared at a meeting in Quebec City on Sept. 18th where he stated that he had three important reasons for upholding the Federal Government: "The settlement of a long-standing claim, the increase of a Federal Subsidy which would now give to us $600,000 and would give at the next Census $800,000 per year or the equivalent of three-quarters of the amount of the Provincial Debt; secondly, the construction of the Transcontinental through one of the most valuable colonization districts of the Province; lastly, because, thanks to Sir Wilfrid Laurier, we will have the greatest Province of the Confederation, by the addition of the Territory of Ungava, which will double its area."

Of the Ministers, Mr. Brodeur had charge in the Montreal district, Mr. Lemieux in the Quebec district, Mr. Fisher in the Eastern Townships. Speaking at Richmond on Aug. 26th Mr. Fisher took straight issue with the Opposition Leader's policy of public ownership of public utilities. "We propose as our solution of the same problem the policy of private ownership and strict public control. We have had some experience in this country with public ownership. We have the Intercolonial Railway, which I am glad to say, is run better to-day and equipped better and operated with more attention to public requirements than ever before; but the results to the public chest, even to-day, are not such as to encourage us to further experiments in public ownership. We have proven our faith in our own policy of public control. We have established the Railway Commission, a body of men independent of Parliament, independent of the railways, and we have given them the largest possible powers of control over the railways of the country." In Kamouraska County, on Aug. 30, Hon. L. R. Roy, Provincial Secretary, pointed out that in consequence of the increased Federal subsidy the Provincial Government would be able to commence its programme of improved educational facilities. Hon. C. R. Devlin, Hon. W. A. Weir, Hon. L. A. Taschereau, and other members of the Provincial Government also spoke occasionally in the contest but as a body the Government took no organized or very pronounced part.

Mr. Brodeur addressed a number of meetings, defended his administration of his Department, promised a continued policy of St. Lawrence improvements. At Cesaire, on Aug. 29th, he declared that "as long as the doors of Parliament remain open to me, I will serve the interests of my constituency." Here and elsewhere, he laid stress upon the Franco-Canadian Treaty, and stated that Mr. Fielding and himself were the first Canadians to be given such extended powers. As to his St. Lawrence and Montreal Harbour policy the saving in Insurance rates alone had been $922,000 in the past year and he had received the thanks of all the great shipping, railway and transportation interests. At a Montreal meeting on Oct. 21 Mr. Brodeur declared the City's population would be 1,000,000 in another ten years: "There are plans, in plenty, for the improvement and expansion of the Harbour. One of them is the further deepening of the channel to the sea. Dredges would keep at work, under the Laurier Government, until it would be possible for the largest vessel afloat to enter the Port of Montreal. The increased population of the country would have an effect on the grain harvest, and to handle the expected large increase in the crops of future years, the Georgian Bay Canal was to be constructed. Then a number of elevators other than those standing at present would spring up, and Montreal would assume proportions commensurate with the growing greatness of the country."

Incidents of the Quebec part of the contest included Mr. Weir's vigorous onslaught upon Mr. G. H. Perley, Conservative member for Argenteuil, and some charges of local corruption which were replied to with equal force; Mr. Fisher's statement at Westmount on Oct. 14th that 80 per cent. of the 400,000 United States citizens settling in the Canadian West during the past 12 years had taken the oath of allegiance; Mr. W. D. Lighthall's active efforts in defence of Mr. Brodeur, in several earnest speeches, and in characterizing the Laurier Cabinet as "the best ever brought together in Canada"; the Hon. W. Paterson's appearance at a number of meetings as the Ontario representative of the Government. There were few avowed appeals to racialism but a not uncommon personal appeal was that of T. Rheaume of Napierville who (Aug. 30) described Sir Wilfrid Laurier as "an Emperor who reigns not by force of arms but by force of character, of strength, and of genius." There was, in both Quebec and Ontario, the inevitable race and religious issue without which no general election in Canada would appear to be complete. In Montreal *Le Canada* and *La Presse* and, in Quebec, *Le Soleil,* criticized and denounced, from time to time, the campaign of race and religious prejudice which was said to be going on in Ontario against Sir Wilfrid Laurier as a Frenchman and a Catholic. The only sign of such a thing in the latter Province was the very vigorous propaganda of the Orange *Sentinel* and its representa-

tion of the principles of a vast majority of the Orange Order. So far as this Association was Conservative, and it was almost entirely so, the charge would naturally carry some weight and it was an obvious matter of politics for the Liberal press, generally, to associate that paper and its policy with the Conservative party and so gain influence amongst the Catholic voters everywhere and strengthen the existing predilections of the French-Canadians. In the issue of the Orange *Sentinel,* on Sept. 10, a full-page editorial article reviewed the Laurier policy as to Separate Schools in the Western Provinces and the Orange Order's hostility to its action in that respect; as well as its preceding share in defeating the Tupper Government and the Manitoba Remedial policy of 1896. The position was summarized as follows:

> This is a fight in which the Orangemen of Canada can wield a great influence. They owe a duty to themselves and a broader duty to the country in this election. For the next two months they should labour unceasingly for the defeat of the Laurier candidates. By argument, by personal canvass, by all means that are effective in winning their friends to a clear view of their duty they should strive for the end in view. The month of November will see a new Parliament elected. If it is led by Sir Wilfrid Laurier there will be further submission to clerical influence. Manitoba will not have her boundaries extended. The clerical schools will be more firmly shackled upon the Western Provinces. All this may be prevented if the Laurier Government is defeated. Mr. Borden, we are free to admit, has not taken as strong a position as we could desire. But if he is elected he will be a protest against the subservience of the present Government to the Bishops of Quebec. That will convey a much-needed lesson to the leaders of both parties.

In successive issues these points were elaborated and pressed home although nothing so conspicuous as this "Duty of the Hour" editorial was again produced. It was republished as a pamphlet and circulated in constituencies where it was supposed that good to the party would result. How far this was known to the party leaders was a disputed question or whether the Liberal organization also reprinted it for circulation in constituencies where there were Roman Catholic votes to influence. That it was so used appears to have been a fact. In Quebec the most was naturally made of this document and on Oct. 17 *La Presse* had a sensational article descriptive of this "Ontario conspiracy" of the Orangemen and Tories to defeat Laurier. In Nova Scotia the pamphlet was made the basis of an appeal to Orangemen, by local Orange leaders, to vote against the Government. Meanwhile *La Presse* pushed the battle vigorously by unearthing extracts from Tory newspapers during the Autonomy struggle of 1905 which were construed into antagonism to French-Canadians because of opposition to a policy which the latter might naturally be expected to support. "To outweigh Ontario's fanaticism" by the re-election of Laurier was described by *Le Nationaliste* as being the policy of a number of organs which it named throughout the Province.

The publication of this pamphlet was an important issue as the Catholic vote of the country was so pronounced a factor. It won very little support for Mr. Borden which he would not have had any way; it lost him many votes which he might have received. It gave the Liberal press in English Canada one more opportunity of hailing Sir Wilfrid Laurier as the protagonist of race and religious peace; it enabled the French-Canadian Liberals to further solidify the votes of their people. As to the Conservative press the Toronto *News* denounced the Premier for catering to French-Canadian racialism and the Halifax *Herald,* the Hamilton *Spectator* and the Toronto *Telegram* had always taken that line more or less; but the bulk of the papers were silent. Another incident in the campaign of the *Sentinel* was its vigorous and continued denunciation of Sir Charles Hibbert Tupper, the Conservative Minister of Justice who was supposed to be responsible for the Remedial Bill of historic fame. It protested against him as Conservative candidate in Pictou, N.S., and rejoiced over his retirement; it denounced the proposal to nominate him in Vancouver and severely criticized the local Orangemen who asked him to run there. "We consider Sir Hibbert Tupper," it stated editorially on Oct. 15, "an enemy to the principles of the Orange Association and upon that ground we feel justified in using what influence we have to keep him out of public life." As to this the Saturday *Sunset,* of Vancouver, declared the *Sentinel,* in thus treating so respected a political leader, to have completely undermined its influence with British Columbia Orangemen.

In the Maritime Provinces there were only two conspicuous issues during the campaign—the Conservative charges of corruption against Mr. Pugsley, Minister of Public Works, and the Liberal charges of bribery against the Conservative candidate in a Colchester (N.S.) bye-election. The New Brunswick member of the Federal Cabinet had lost some ground in his Province through Mr. Hazen's victory in local politics; he was now running in St. John County which the late A. A. Stockton had carried for the Conservatives in 1904 by 600 majority; he was putting up a vigorous fight to make good his leadership of the Federal party in a Province where he had once been, personally, a Conservative. His first step was to organize a Company of which George McAvity, J. E. Moore, and David Russell were said to be also members and to buy out the *Telegraph* and the *Times* newspapers —thus leaving St. John without a Conservative journal. The Liberal press also took up the question raised by Hon. H. R. Emmerson during the Parliamentary Session, and advocated the Government absorption of small railway lines as feeders for the Intercolonial. The St. John *Sun* of July 21st had put this issue —one involving 1,200 miles of railway in Nova Scotia, New Brunswick and Quebec—as follows:

To those acquainted with and interested in Maritime conditions this idea has appealed strongly since it was first advanced. These branches were built as feeders and have fulfilled their purpose to a large extent, but it is obvious that their usefulness both to the districts they serve and to the I.C.R. would be vastly increased if they were operated in conjunction with the main line as a part of the system. Mr. Emmerson, with the co-operation of the late Provincial Government and of Maritime Liberals generally, has pressed this policy vigorously upon the Federal Administration with the definite and cheering result that an official inquiry is at once to be made into the conditions of every line in order to place the Government in possession of information necessary for action in the direction of lease or purchase.

During the campaign Mr. Pugsley made many speeches. He was at Fredericton on Sept. 19 and at Musquash on the 22nd, where he announced the securing of a large public building for Fairville and the arranging of breakwaters at Lorneville, St. Martin's and other points along the coast; at a Loch Lomond picnic on the 24th and at St. John on Oct. 2nd; at Andover on the 5th when he replied to various "slanders" and especially a charge as to over-payment by the Provincial Government, of which he was then a member, in Central Railway construction and as to which he itemized the expenditure of $90,000; at St. Martin's on the 8th where he outlined the Government's policy of harbour improvements at St. John—for which he had obtained an appropriation of $400,000—of building wharves where necessary, and of creating harbours at the smaller ports, as destined to bring much trade into Canadian channels; at Great Salmon River on the 9th where an open-air meeting was held and the Minister told the people that, although he was concerned in a thousand public works all over the country he had obtained $750,000 in appropriations for his own Province of which every dollar would be for the public welfare. In his Ontario speeches, and elsewhere, Mr. Premier Hazen of New Brunswick had upon several occasions charged Mr. Pugsley with drawing more money from the Treasury when a Provincial Minister than he was entitled to and with leaving a personal overdraft of $4,300 behind him which was not paid back until he had left Fredericton to become Minister of Public Works at Ottawa.

To these charges Mr. Pugsley replied in letters to the press and in his speech at St. John on Oct. 2nd. As to the total of $40,000 which he had drawn altogether it was stated to be for professional services "which began in 1898, before he became a member of the Legislature and two years before he became a member of the Government; it also included his salary as Attorney-General for seven years, sessional indemnity, travelling expenses, contingencies of his office and expenses of collection of succession duties." In addition to this he had an outstanding claim against the Government for more than the amount of his overdraft which, however, he had settled first. As to local matters he promised much to St. John in the same speech: "Already our Government has arranged to take over the wharves, which have been built by

the eity; it has undertaken the eonstruetion of all other wharves and it is ealling for tenders for the dredging of a ehannel in Courtenay Bay. I say the time will eome and within a very few years when we shall see in our harbour not a few wharves but a whole ehain of deep-water piers along the shores of Courtenay Bay and extending from Sand Point to the breakwater."

Then eame the sensation of the New Brunswick eampaign. At a Conservative mass-meeting in St. John on Oct. 12 Mr. Premier Hazen read a long affidavit signed by a loeal eontraetor named G. S. Mayes, owner of the dredge *Beaver,* to the effeet that between September, 1905, and November, 1907, he had paid George McAvity, a well-known loeal Liberal and merehant, the sum of $35,933 for his influence in getting a dredging contraet from the Department of Publie Works. Summarized, the eharges were that Mr. Pugsley, then Provineial Attorney-General, had sent Mayes to Mr. McAvity; that the latter had influeneed the Minister of Publie Works (Mr. Hyman) to give the contraet at 55 eents a eubie yard; that under a signed agreement between Mayes and McAvity the latter received the differenee between this amount and 50 eents; that Mr. Pugsley knew all about the matter—the money being presumably used for eleetion purposes; and that when at a later date he succeeded Mr. Hyman at Ottawa and Mayes had any troubles with the Department to settle he was referred by the Minister to McAvity. A statement was also made that Mayes had been asked and had given Mr. Pugsley a note for $2,000 on Oet. 15, 1907. Mr. Hazen stated that Mayes held the eheques for the payment of the $35,933 and had issued writs against Mr. McAvity for the return of the money paid and against Mr. Pugsley for the $2,000 whieh had been paid in the note matter.

The Minister's reply was prompt and emphatic. The matter of the note, to begin with, oeeurred in 1905 not 1907 and, so far, the affidavit was obviously false. The whole thing was, he deelared, blaekmail and part of a eonspiraey to foree his Department into buying Mayes' dredge at an exorbitant figure—$49,000 beyond what experts said it was worth. "In the first plaee," he said, "Mayes asked me what man in the eity would be likely to go into the (dredging) enterprise with him and in this eonnection I mentioned Mr. McAvity. I knew absolutely nothing else until very lately, when an attempt was made to eompel me to purchase the dredge under pain of dreadful disclosures, and I absolutely refused to be held up. When intimations began to eome to me that Mr. Mayes was making this attempt I looked into the whole business arrangement that he had with Mr. McAvity. The note whieh Mr. Mayes gave me was on account of professional serviees, for whieh he owed me a large sum in eonneetion with several matters in which I had been his legal adviser, ineluding the matter of getting the dredge in without duty and also on aecount of the suit of Mayes *vs.* Connolly and of Mayes' suit against the Government in conneetion with the long wharf."

At a great meeting on Oct. 13 in St. John Mr. Pugsley drove home the difference between receiving from a contractor a note for professional services when he was Attorney-General of New Brunswick, and when he was Minister of Public Works, and read various letters to prove that Mayes had made demands during the past year upon his Department and been refused. On the following day Mr. McAvity issued a sworn statement claiming the whole thing, so far as he was concerned, to be a business transaction based upon two years' work in getting the contracts and conducting business with the Department. He also alleged that Mr. J. B. M. Baxter, a prominent Conservative and solicitor for Mayes, had in September approached him and said that if the Government would buy Mayes' dredge at $140,000 there would be a $20,000 rebate for political purposes. Following this came another affidavit from Mayes going into details of alleged interviews with the Minister and one from Mr. Baxter emphatically denying the rebate statement of McAvity. At Mr. Pugsley's meeting in Fairville on Oct. 15 he read the copy of a letter written to Mayes on Aug. 24th which, in dignified and suitable terms, rebuked the contractor for making certain proposals as to his dredge and concluded as follows: "Whether or not you owe Mr. McAvity, or have overpaid him, or whether or not there should be litigation between you is, I beg to assure you, a matter of perfect indifference to me."

The local excitement over all these charges and countercharges was extreme. Mr. C. J. Osman, a late Liberal Speaker of the Legislature, stated that Mayes had told him a few days before that unless the Government purchased his dredge there would be a great public scandal and the St. John *Globe* (Lib.) denounced the apparently loose methods of the Department in Mr. Hyman's time as shewn in these details and declared that someone should pay back the $36,000 to the Dominion treasury. Mr. Pugsley addressed cheering crowds in St. John on the 16th, and indicated new wharves, a deep harbour channel, marine repair shops, a local armoury and a public park as part of the Government's programme for St. John; on the 19th it was announced that the lowest tender for extensive dredging operations in the Harbour and Bay had been accepted at Ottawa with a view to suitable terminal facilities being provided for the National Transcontinental Railway. At Little River on the 20th Mr. Pugsley claimed that his policy of wharves and harbour development was a national one and not confined to his own local efforts and spoke at Carleton late in the same evening; the Minister was also at Milford on the 22nd and, as the contest drew to a close, issued a circular to individual voters describing the Liberal policy as one which would divert trade from United States to Canadian ports and put St. John in its proper place as one of the great Canadian sea-ports. He asked the electors to vote for Canada's prosperity and a greater St. John. So spectacular was this local contest made that it dwarfed other issues

in New Brunswick—even the fight in King's-Albert where G. W. Fowler (Cons.) was struggling to hold his seat and where a meeting between him and F. B. Carvell on Oct. 20 resulted in bitter personalities over the Foresters' affair and in a tumultuous winding up of the debate. The Provincial Government's Highway Act was also understood to be unpopular amongst the farmers and it was probably a factor of the result in many of the constituencies.

Meanwhile, the Nova Scotia part of the struggle had been progressing more quietly. There certain specific charges of corruption were laid by the Liberals although there were plenty of the more general kind presented by the other side. Government speakers and papers forced the fighting on the issue that purity should be practised as well as preached and that the Conservatives were everywhere shouting "graft" against the Liberals while in Colchester, when the opportunity offered, they had distributed rum and money in wholesale quantities. It was in a bye-election on Nov. 28, 1907, that John Stanfield (Conservative) had carried this County amid party gratulations and on a platform of political purity and clean elections. A protest was filed by the Liberals but not brought to trial until August, 1908, when evidence was produced to shew that a man named A. R. Bayne, one of the Conservative workers, had distributed money in a certain small district at the rate of $16.66 per head, with rum totalling 16 bottles per head and had sent supplies of whiskey to other voters labeled "choice tomatoes." It was no use claiming that Bayne had formerly been a Liberal, and that neither the Conservative candidate nor his workers knew anything of this, the fact remained that there had been corrupt work and the Liberals made the most of it. On Sept. 1st Mr. Stanfield issued a statement that he had never at any time had any dealings with Bayne and promised to promptly resign if he was found to have benefited by the alleged corruption. So much was made of the matter that Mr. Borden had to stand on the defensive in some of his Nova Scotia speeches and the final effects were far wider than the Province.

Mr. Fielding, Minister of Finance, carried on a vigorous campaign throughout Nova Scotia. He spoke at Glace Bay on Sept. 5th, at Stellarton on the 8th, where he urged Liberals to keep their eyes on the enemy and to beware of "choice tomatoes," at Liverpool on the 9th, at Windsor on the 10th, at Springhill on the 12th, at Parrsboro' on the 14th, and at Kentville on the 17th where he spoke for Sir F. Borden. Other meetings were addressed and at many of them Mr. Fielding had the aid of Hon. W. Paterson, Minister of Customs, E. M. Macdonald of Pictou, and Charles Marcil, the eloquent French-Canadian who was destined to be Speaker of the next Parliament. In his own constituency of Queen's-Shelburne, Mr. Fielding had a vigorous opponent in Mr. A. B. Morine, K.C., a one-time political leader in Newfoundland,

who made energetic speeches, presented a good platform and intimated that if Mr. Borden came into power he might be a member of his Ministry. Sir Frederick Borden had the fight of his life in King's County where N. W. Eaton was the candidate of an allied group of people composed of Conservatives, Temperance advocates and Clergymen who arranged a series of meetings to fight the Minister of Militia along the line of the personal charges laid down by the Calgary *Eye-Opener* and dealt with afterwards in local and Western law-suits.

Mr. G. H. Murray, Premier of the Province, did not take a very active part in the campaign but at a Lunenburg meeting he stated that the Conservative leaders were unsympathetic toward the best interests of Nova Scotia which he described as mineral development, improvement of sea-ports and better railway communication. Mr. Fielding wound up his campaign by speaking in Halifax for the local Liberal candidates on Oct. 20 while the latter—W. Roche and M. Carney—issued a last appeal to the Halifax electorate on Oct. 24th in which they reviewed the general progress of Canada, the future of the Port of Halifax and its interest in the coming Transcontinental Railway, the vast improvements made by the Government at a cost of $5,000,000 in local railway and shipping facilities, the pregnant possibilities of the All-Red line, their own past work in obtaining lights, postal services, buoys, wharves, and breakwaters for the convenience of their constituents. Meantime, in Prince Edward Island, the campaign had been conducted quietly but vigorously—the Liberal candidates pointing out how generously the people had been treated as to public works, railway extensions, and improvements in various services.

The elections in the West were fought mainly upon party charges and countercharges of corruption—and in Manitoba the contest was exceptionally bitter. The Liberals everywhere, quite properly, exploited the growth of the country and the development of its resources; published attractive pamphlets illustrating Edmonton and Brandon and Winnipeg and Medicine Hat and Portage la Prairie and other centres in 1896 and in 1908; utilized to the full the advantages of Grand Trunk Pacific construction to the people of all these Provinces and the admitted, though prospective, benefits of the Hudson's Bay Railway project; eulogized in various conventions and newspapers the existing Federal tariff for its reduced duties and as particularly suited to the Western consumer, while denouncing the Conservatives as the high-tariff supporters of the East; described the latter in old-time phrase as friends of the C.P.R., champions of railway monopoly and opponents of competition; took all possible credit for conditions which made possible "the biggest crop on record" and made much of the Sifton-Oliver policy of promoting immigration and settlement; claimed that between 1896 and 1907 Liberal policy and conditions

had added 6,000 miles of railway to Canada's mileage of which the greater part was in the West.

The scandal charges were faced in pamphlets and speeches. The "thin red line" story in Manitoba was met by denial and by a countercharge in the party literature to this effect: "The Conservative Government of Manitoba have for years prevented fair methods of registration; they have taken the control of the preparation of Voters' lists out of the hands of the Judges; they have reduced the number of registration booths, and also the time in which a voter may register; they have neglected to clear the lists of names which should have been removed years ago; they have formulated such regulations that it is impossible for voters to get on the lists—in consequence of which thousands are disfranchised." The Saskatchewan Valley Land Co. conditions were defended as involving the purchase of 700,000 acres (250,000 acres from the Government at $1.00 an acre) of waste land, with results which included lavish expenditure by the Company, rapid development in the country, the creation of many growing towns, much advertisement of the region in the States, and very substantial settlement. As to the Timber limit charges Mr. H. B. Ames was quoted as admitting that they did not apply to the period in which Mr. Oliver had been Minister of the Interior. In any event conditions and practices were alike said to be inherited from Conservative days.

In every direction Mr. Foster, or his connection with the I.O.F. investigation, was made to offset the Timber allegations; G. H. Bradbury (Cons.) who was running in Selkirk was charged with securing timber berths for himself from the Conservative Government in 1896; Glen Campbell, who was opposing T. A. Burrows in Dauphin, was said to have bribed the Interior Department officials for certain leases which he wanted and he replied that this was the only way anything could be got; the Liberal proprietor of the Calgary *News* on Oct. 6th denounced R. C. Edwards of the *Eye-Opener* in the most unmeasured terms and the result was a suit for criminal libel which resulted on Nov. 11th in the plea of libel being sustained but with condemnation from the jury and Mr. Justice Beck of "the debasing and corrupting" influence of the journal in question. In personal matters J. G. Turriff was opposed in Assiniboia by R. L. Richardson of the Winnipeg *Tribune;* R. S. Lake had, in J. T. Brown, a prominent Provincial supporter of Mr. Haultain opposed to him in Qu'Appelle; the Premiers of Manitoba and Saskatchewan took an active part in the campaign.

The central figure of the contest in Manitoba, if not in the West as a whole, was the Hon. Clifford Sifton, ex-Minister of the Interior. He ran again in Brandon where he had defeated Hugh John Macdonald in the spectacular fight of 1900 and now had as an opponent the Hon. T. Mayne Daly, K.C., a one-time Conser-

vative Minister of the Interior. Against him, also, and his general leadership of Western Liberal forces, was pitted Mr. Roblin, Premier of Manitoba, his Government colleagues and Provincial supporters. Rumours were rife that Mr. Sifton was going to enter the Dominion Cabinet again; but on the other hand it was pretty well understood that his personal interests were of a financial character and that, politically, he was more concerned in the All-Red line than in every-day local politics. The Winnipeg *Free Press* was generally considered as his special organ and it certainly put up a strong fight for him as well as for Liberalism in general. Speaking to his nominating Convention on Sept. 22nd Mr. Sifton described the Tariff reductions of 1897 as having been made upon (1) the finished article, (2) the raw-material, and (3) by the British preference; declared the Conservatives to be now, as then, in favour of making the Tariff higher rather than lower; claimed that lower taxation had accompanied increased revenues and dealt eulogistically with the new Grain Act, Labour legislation and the Lemieux Act; defended the Government in the *Arctic* charges by the rather new argument that the cost per man in that expedition was $1.03, while in 1884 the Conservative Minister of Marine had sent out a similar expedition in the *Neptune* at a cost of $1.19 per head; defended his Timber limits policy at length and promised the Hudson's Bay Railway, under continued Liberal administration, in three or four years. He concluded as follows: "The policy of Sir Wilfrid Laurier represents the completion of the National Transcontinental, the building of a line of railway to Hudson's Bay, and the development of the National resources. Negation, criticism and scandal are offered you by the Opposition. I do not doubt the verdict which the country will offer."

The attacks upon Mr. Sifton in the Conservative press were vehement at this time and, indeed, the Western campaign turned mainly upon his administration of the public lands while Minister of the Interior and his supposed acquisition of personal wealth. To these criticisms Mr. E. W. Thomson replied in the Boston *Transcript* of Sept. 7th and thereafter in the Liberal press generally. The ex-Minister was believed to have been a poor man; he became a member of the Government; he left it a rich man? No explanation had ever appeared and around the fact, and partly no doubt because of it, there had grown up some of the allegations which appeared to involve the Interior Department. Mr. Thomson quoted A. C. Fraser, ex-Mayor of Brandon, and other local authorities and statements, as proving that Mr. Sifton had a large professional income when living in that city, that he was "a man of property and considerable wealth" when he left to join the Laurier Cabinet, that he afterwards made large sums by investment in the stock of the Canada North-West Land Company, and that he made $160,000 profit by buying and selling Northern

Pacific stock. So much for what was really one of the minor issues in the campaign. During the fight in Brandon Mr. Sifton was kept pretty closely confined to his constituency, where he spoke in almost every village, and it was soon seen that Mr. Daly was going to give him a keen run for victory.

A few meetings in the larger centres of the Province he did, however, address—notably at Carman on Oct. 17th, at Belmont on the 19th, at Manitou on the 20th, at Winnipeg on the 21st, at Portage on the 23rd and a large gathering in his own city of Brandon on the 22nd. The Winnipeg meeting was notable for what the Conservatives claimed to be a demonstration of Mr. Sifton's unpopularity and a portent of his coming downfall as Western Liberal leader and what the Liberals described as interruption by a crowd of rowdies sent from Conservative headquarters. There was no doubt as to the stormy character of the meeting, the cheers and the counter-cheers, the cool self-possession of the central figure, the ability of his presentation of conditions or, as his opponents put it, evasions of the issue. "What," he asked for instance, "would the great Conservative party have done for an issue in this campaign if I had not had a brother-in-law?" At the Brandon meeting he devoted some time to explaining why the Grand Trunk Pacific had not entered Brandon—the lay of the land and the general direction of the road being the chief reasons. Meanwhile Conservative attacks upon Mr. Sifton's administration of the Interior Department continued throughout the country and notably so in a speech by Hon. W. J. Hanna at Dundas, Ont. Copies of the Montreal *Star* of Oct. 10, describing the "sinister persistence" of Mr. Sifton as an active Liberal, were widely circulated and elaborate stories published as to his financial connection with the International Marine Signal Co. and the Shawinigan Carbide concern which were selling supplies to the Government. Upon this latter point Mr. Sifton wired the Winnipeg *Free Press* on Oct. 14th that he had "no stock or any interests" in either of these Companies. And so the fight went on.

Mr. Oliver, Minister of the Interior, led in the Alberta and Saskatchewan part of the contest with considerable support from Mr. Premier Scott of Saskatchewan. His text was the projected building of the Hudson's Bay Railway, the National Transcontinental construction, the improvements in the Grain Act and Elevator inspection and control, the Land Act and the opening of 30,000,000 acres of land to settlement, the grants of land to South African veterans, the encouragement of immigration, the lower tariff policy of the Government. He spoke at Winnipeg on Sept. 17, at Dauphin in aid of Mr. Burrows and at West Selkirk in Manitoba; he addressed meetings at Clover Bar, Red Deer, Stony Plain, Macleod, Morinville, Fort Saskatchewan, Wetaskiwin, Edmonton and Calgary in Alberta; he visited Moose Jaw, Wolseley, Whitewood, Canora, Lloydminster, Milestone, North Battle-

ford, Saskatoon, Prince Albert, Maple Creek and Regina in Saskatchewan. Everywhere the Minister preached the doctrine of a low tariff and increased transportation facilities. "If you want the Hudson's Bay Railway you must support the Liberals. If you do not want it the Conservatives are good enough for you." It was definitely claimed that the building of this road would mean an average of 1,000 miles of transportation cut off the cost of marketing the products of the West and would add a cent to every bushel of wheat raised in these Provinces, a fraction of a cent to every pound of beef shipped, and dollars to every acre of land.

The Premier of Saskatchewan campaigned for continued railway construction, for as low a tariff as could be obtained, for a policy of Western development. At Regina on Oct. 7 he praised the work of the Interior Department and especially its immigration policy, eulogized the Government's general record and predicted that 8 out of 10 Saskatchewan seats would be Liberal. He spoke at Estevan on Oct. 13 and described the Liberals as standing for a low tariff; supported Mr. J. T. Brown at a Broadview meeting; spoke at Lanigan on Oct. 20 and demanded "restitution" of some $16,000,000 from Mr. E. B. Osler and his Conservative friends in connection with the old-time Calgary and Edmonton Railway construction; addressed a meeting at Carlyle and declared transportation the real issue of the campaign. As to other Western incidents Mr. Premier Rutherford of Alberta addressed one or two meetings; many candidates and speakers made a special point of eulogizing Sir Wilfrid Laurier's refusal of higher protection to the woollen manufacturers; and at Mr. Oliver's Wolseley meeting one of the mottoes on the wall was "A vote for Laurier is a vote against Protection"; Mr. Edward Brown, Provincial Liberal Leader in Manitoba, spoke at Minnedosa on Oct. 11th and urged support for the Government on the following grounds:

1. As an endorsation of their enterprising and businesslike policy, resulting in large immigration to Western Canada.
2. As a pronouncement by the farmers of Western Canada in favour of a tariff for revenue as against a tariff whose leading feature is protection.
3. As an endorsation of the policy of the land for the settler, by means of which 30,000,000 acres have been opened for homestead entries.
4. As a notice to the great Conservative Party that the campaign of slander meets with the disapproval of the people of Canada.
5. To allow the Government an opportunity to complete the construction of the Grand Trunk Pacific and Transcontinental Railways.
6. As an emphatic pronouncement in favour of the Hudson's Bay Line.
7. As an expression of gratitude to Sir Wilfrid Laurier, the first citizen in Canada and one of the greatest statesmen in the British Empire, for his devotion to duty in the cause of his country and for what he has accomplished in promoting peace and harmony as between the two great nationalities in Canada.

In British Columbia the Liberals had to face special local hostility aroused by the Government's policy in the Japanese exclusion

issue, and its refusal to accept the full measure of better financial terms which the Conservative Premier of the Province had been so vigorously pressing. Early in the year (Mar. 21st) Sir Wilfrid Laurier had written the Secretary of the Cariboo Liberal Association expressing a hope that Duncan Ross would be re-nominated and describing the loyalty of his friends in Western Canada as at once "an inspiration and encouragement" to him. Those at the Pacific coast certainly put up a vigorous fight for the party. An effort was made to force the fighting on the Japanese issue and Mr. Ross himself (Apr. 14th) endeavoured to prove that Mr. W. J. Bowser, Attorney-General of British Columbia, was solicitor for S. Gotoh, an importer of Japanese labour and, as such, knew of his contracts with corporations for bringing many of these people to Vancouver. Mr. Bowser's reply was that the C.P.R. contracts with Gotoh were drawn up years before the latter had consulted his firm. Following this incident Smith Curtis, an old-time Liberal member of the Legislature, was the party's nominee in Kootenay; Ralph Smith was re-nominated in Nanaimo and was actively opposed by a Socialist as well as a Conservative; the Hon. W. Templeman, Minister of Inland Revenue and Mines, received re-nomination in Victoria and W. W. B. McInnes, K.C., ex-Commissioner of the Yukon, once a member of the British Columbia Government and a fighting, eloquent Liberal, undertook to hold Vancouver against Joseph Martin, K.C., the erratic Liberal of Manitoba fame, G. H. Cowan, K.C., a popular Conservative barrister, and the change of the Vancouver *World* from the ranks of Liberalism to those of the Opposition.

In August Mr. Templeman made an official tour of the Mining centres and allied industries of the Province, accompanied by his Deputy Minister of Mines; on September 8th he attended a crowded meeting in Victoria, and received a long Liberal Address recapitulating his services to the Province in promoting Fisheries and Mining development, in the establishment of lighthouses, life-saving facilities and other coastal improvements, in the extension of the Lead bounty and the following local appropriations: "Addition to the Post Office, $15,000; construction and equipment of immigration shed, $100,000; construction of a new dredge and scows, $140,000, and an appropriation of $60,000 for the deepening of Victoria Harbour which contrasts so favourably with the annual appropriation of $10,000 under Conservative rule." In his speech the Minister took the line that "so long as Japan is an ally of Great Britain and Canada remains part of the Empire it will be very difficult to prohibit absolutely the entering of the Japanese or to treat them in the same way as the Chinese." As to policy he considered transportation the great issue of the day. In Vancouver on the following day, however, Mr. McInnes declared the question of Oriental labour and immigration to be the chief issue in British Columbia and promised, if elected, to sup-

port a Natal Act making an educational test compulsory for all immigrants and personal appearance in Court necessary for persons seeking naturalization. As a matter of fact, all the candidates in Vancouver were pledged to Asiatic exclusion and Better Terms though to these Mr. Martin added an interesting combination which included the formation of an independent Western party, general tariff reduction, reciprocity with the United States and maintenance of the British Preference, direct taxation and discontinuance of charters to all private Corporations working public utilities, abolition of the Senate and all Government bounties.

Speaking in Vancouver on Sept. 18th and replying to a charge that he was a "party hack" Mr. McInnes stated that when he was formerly in the Commons he had "stood against the Government on the Asiatic question, both by voice and vote. He stood against the Government with regard to the subsidizing of the C.P.R. in the Crow's Nest. He stood against giving up the gold-bearing acreage in the Yukon to Mackenzie & Mann. He stood against the Government, and along with Sir Hibbert Tupper, called for an investigation in the Yukon of conditions which he knew required investigation." In the future he would support at Ottawa the Grand Trunk Pacific, Railway communication commencing with the Kootenays, the All-Red line project, the grant of liberal subsidies to Pacific steamship lines, the obtaining of a dry-dock for Vancouver. Meeting after meeting followed in this city on behalf of the two chief candidates, McInnes and Cowan, personalities were rife and typically Western, enthusiasm and party feeling waxed very hot, and into the midst of it all Joseph Martin was pouring a steady stream of impartial denunciation.

Meanwhile, the Victoria contest had been proceeding to a close which involved the only defeat of a Minister in the elections. It kept Mr. Templeman very much in his own constituency; it was fought largely upon local issues and the Japanese question. The Liberal claims included the assertion that severe depression existed in Victoria prior to 1896 while prosperity now reigned; that the Conservative supporters of Mr. G. H. Barnard were largely employers who at times were the beneficiaries of an Oriental labour which that party had never made any effort to exclude when in power; that under Liberal rule the public had immensely benefited by new wharves, public buildings, telegraphs, dredges, hatcheries, lighthouses, and buoys innumerable—a total expenditure along these lines, by the Public Works Department, in British Columbia, of $1,796,190 in 1905-8 as compared with $580,648 under the Conservatives in 1893-6, and by the Marine and Fisheries Department of $1,453,801 in 1903-8, as compared with $347,900 in 1891-6; that Mr. Templeman, while acting as Minister of Marine and Fisheries in Mr. Brodeur's absence, authorized a number of public services which were specified in the Victoria *Times* of Oct. 5th.

Mr. Templeman spoke at length on Sept. 21st to his nominating Convention; again on Oct. 5th when he and other speakers strongly defended the Japanese Treaty, claimed that total exclusion of immigrants and a developing trade with the Orient could not go together and expressed confidence in the good faith of Japan; on the 13th when much was made of his breaking the Marconi monopoly and establishing the Wireless system on the coast, while the Minister dealt with the Better Terms question by quoting a Parliamentary return to prove that instead of the Dominion having spent since Confederation $20,000,000 less in British Columbia than it received from that Province (as was claimed by the Provincial Conservatives) it had really spent many millions in excess of its receipts. On the 21st Mr. Templeman found it necessary to make an earnest defence of Mr. Clifford Sifton. "I have no commission to defend Mr. Sifton; there is no man in Canada better able to defend himself. Traduced, maligned and vilified as he has been during all these years, he has never yet undertaken to say a word in reply to his defamers." The only charge against him, said the Minister, was that of being a rich man and he described two stock speculations in which to his personal knowledge Mr. Sifton had made a profit of $360,000. "There is no clearer-headed, bolder speculator in Canada than he." Speaking on the 22nd he said that as a Victorian he desired to see the deepening of Victoria Harbour at a suitable depth to accommodate the trade. He wanted to see the Songhees Reserve question settled also. Another point he felt keenly on was that of giving railway facilities to the Province. He hoped to see the G.T.P. have connection with Victoria and Vancouver though he was not fighting the election on the cry of railway connection. "A move had been made, however, along the line of connecting Victoria with the G.T.P." Two days later a manifesto was issued under his signature reviewing Liberal policy in general, his own efforts in particular, and asking for the opportunity to contribute a share in the coming development of the Province.

An issue which had some effect on the Elections throughout Canada, and especially in Ontario, was that of the Government's pledge of rural free mail delivery. It had been promised and advocated by Mr. R. L. Borden in 1907; it had been looked upon with grave doubt by Mr. Lemieux and the Government; it was now finally conceded by the Government as a matter of policy and practicability. The first announcement of this changed view was not at the Niagara Falls meeting, when its details were elaborated by the Postmaster-General, but at Inverness, Quebec, on Aug. 27th, when Mr. Lemieux told a crowd of Megantic Liberals that it was the Government's intention to ultimately place at the door of every farmer a box in which his letters would be left for him by daily delivery and the letters he had to mail collected. "I have gone into this question carefully, and I am convinced that the

revenue of my Department is sufficient to admit of this great improvement—one which is designed for the exclusive benefit of the agricultural class." On Sept. 15th Mr. Lemieux spoke at length, at Sir Wilfrid Laurier's first Ontario meeting, and dealt almost entirely with this question. After treating of the successive reductions in Postage under Liberal rule; the increase of post offices from 9,103 in 1896 to 11,823 in 1908; the increase in letters carried during that period by 279,983,000 and of articles carried in the mails by 342,254,909; the change of a deficit placed at $781,-162 into a surplus of $1,882,979; he proceeded to review rural mail delivery systems in Germany, France, Great Britain and the United States, and concluded as follows:

> As I have often stated in Parliament it is a splendid system which I admire greatly, and which can be introduced step by step in Canada. For some two or three years, acting under my instructions, the officers of the Department have been studying the main features as operated in the United States, with a view to the possible introduction of a scheme in accordance with our revenue, population and physical conditions. Towards that end the Post Office Department has evolved a scheme of rural free mail delivery and collection, from the present system of stage routes, whereby the rural population of the country may be able to receive and post all ordinary mail matter at their doors instead of having to drive two or three miles to the nearest Post Office for that purpose.
>
> I have, therefore, determined, with the consent of my colleagues, to equip all existing mail routes in Canada with rural mail delivery boxes, under regulations to be published and enforced shortly. At the junction of every concession line with the main road the people will also be given the privilege of having their boxes located for the receipt and collection of their mail as desired. The Department has made all arrangements for the carrying out of the scheme, and will at once proceed to inaugurate it. This system of rural mail delivery can be introduced at a cost which the country can afford to pay. It will evolve and expand gradually, with the growth and development of Canada, and at a ratio of cost that will not prove burdensome.

This announcement was received with feelings which depended somewhat upon party affiliations. The Liberals saw chances of increased electoral gains and it was afterwards claimed by their opponents that 17 Ontario seats had been influenced by this declaration of policy. The Conservatives proclaimed it one more plank taken from Mr. Borden's Halifax platform and were correspondingly annoyed. However that may be, within a week the Chief Superintendent of Post Offices was in Wentworth laying out a route in that county while the Toronto *Globe* stated on Sept. 21st that by the end of October, 100 routes would be available for the rural population throughout Canada. On Oct. 10th the first stage route was finally inaugurated in the County of Wentworth running between Hamilton and Ancaster. A list of the other Ontario routes for immediate completion included places in E. Northumberland, Grenville, N. Waterloo, N. York, S. Wellington, North and South Oxford, Dufferin, Prince Edward, Centre York, Durham, W. Northumberland, Norfolk, N. Grey, and Stormont. In considering this policy the Conservatives claimed that it meant a

preference for one portion of the farmers over another portion. For instance, in the County of York 250 square miles would be served by rural mail delivery, local conveniences accorded, and land raised in value by an estimated 25 per cent.; while 600 square miles of the County would lack the service and its farmers share only in the taxation necessary to benefit their neighbours. Speaking of the policy in general Mr. J. G. Lethbridge, Master of the Dominion Grange, said on Nov. 26th: "This no doubt will prove a great benefit to a large number of farmers along existing routes, and it is expected to serve about one-half of the rural population; but could not the same plan be extended at once by the formation of new routes so as to cover all the main roads, or cross-roads, with the privilege of having boxes at the junction of every concession line, and thus serve the whole people? In this way a great number of the small rural Post Offices could be closed and the extra expense to the country be very small. We hope this is the beginning of a system which will eventually evolve into the free delivery of mail to the whole rural population of Canada."

Conservative Policy and Charges of Corruption

The policy of the Conservative party in this contest was supposed to be the Halifax platform of 1907; as a matter of fact the campaign of the Opposition was based almost entirely upon a strongly professed principle of political purity and vigorously-urged charges against the Government of political corruption. The planks of Mr. Borden's Halifax speech which were most referred to were those which he described the Liberals as having carried into effect; the other chief clauses, outside of the omnibus one dealing with cleaner politics and administration, related to the advocacy of an Imperial Preferential tariff system of a mutual character, the restoration to Alberta and Saskatchewan of their public lands, reform of the Senate, more care over immigration matters and the class of people encouraged to come in, maintenance of Provincial rights, improved postal facilities (including free rural mail delivery), equipment of national ports, and a general improvement of transportation facilities. In the main speeches and editorials of the campaign, however, little stress was laid upon what the Opposition would do when in power; much was said of what the Government had done—wrongfully, wastefully or corruptly.

Many of these charges—the timber licenses in the West, the sale of Western lands, the cold storage allegations against Sir F. Borden, the dredging charges of Mr. W. H. Bennett, the condition of the Marine Department with its Merwin and *Arctic* and *Montcalm* stories, the Mayes contract and statements against Mr. Pugsley in St. John—have been already dealt with. It was claimed by the able correspondent of *The News* at Ottawa that the Opposition had presented 45 distinct charges against Government Departments in the 1908 Session of Parliament together with 15

in 1907, 33 in 1906 and 7 in 1905. Of course some of these charges were repeated from year to year, a proportion were never proven, and Liberal partisans would claim that none were proved. Upon the other hand Conservatives claimed that if all these derelictions of duty were brought to light in four Sessions, despite the strenuous blocking of Liberal fighters, what must there really be in the background? In dealing with these Conservative charges of "graft" it is well to bear in mind that an allegation of theft was not necessarily involved. The Supreme Court of Minnesota once gave a definition in this respect which is worth recording here: "Graft is commonly used to designate an advantage which one person, by reason of his peculiar position of superiority, influence, or trust, extracts from another."

On Mar. 21st the Toronto *Mail and Empire* (Cons.) declared that during the current Session the country had heard of little else but graft. "For years the Government has been distributing its favours. Now the Opposition is, with much difficulty, and in the face of fierce obstruction, exhuming the facts. There are 'rake-offs' and middlemen everywhere. If anything is bought, there is a politician to take toll upon the transaction. If anything is sold, a middleman is placed between the Government and the purchaser to get the profit." This, in a nutshell, was the position assumed by the Opposition in the Elections, and the party was undoubtedly helped by the Civil Service Commission Report, by the earlier investigations of the Cassels' Commission, by the Hodgins' charges—withdrawn though they were, by the attacks of men like the Rev. Dr. Pringle as to Yukon conditions. To these handles for criticism, to all the smaller items of local or general charge, there were added the reiterated declarations by Mr. Borden, his speakers and the Conservative press, that honest and economical administration at Ottawa would cut $10,000,000 a year off the present expenditures; the inquiry as to why the Patronage List had been retained and improved into a science by a party pledged 12 years before to every kind of reform; the claim that out of $300,000,000 of excess revenue in Liberal hands, over the amount received by Conservatives during the preceding 12 years of administration, only $60,000,000 had gone into constructive enterprises. The Toronto *News* on Sept. 17 summed up a party view of the situation as follows:

> Huge burdens have been laid upon the people. Partisans have been enriched. Exploiters have been coddled. The public estate has been parcelled out among the favourites of Ministers. Contracts have been handed over to groups of partisans organized to receive them. Partisans have had a monopoly of dealing with the public Departments. Offices, subsidies and public buildings have been distributed with an eye mainly to party interest. Reforms have been withheld or yielded under pressure. The whole machinery of government has been made subservient to the ends of a set of Ministers who have forgotten that they are trustees for the people and that the revenues which they spend so prodigally came mainly out of the pockets of the farmers, artisans and shop-keepers of the country. It is time for a change at Ottawa.

In a number of the charges the amounts said to have been lost to the country by specified transactions were given in party pamphlets and reiterated again and again in the party press. It was claimed that the Drummond Railway sale to the Government, which brought the Intercolonial into Montreal, netted the owners $715,356 profit; that the Sub-target purchases by the Militia Department enabled the promoters to clear $136,000; that for ten specified Timber limit deals, or land sales, the Government received $283,000 and politicians or other private beneficiaries a total in cash or estimated value of $4,393,830; that the North Atlantic Trading Company, receiving in 1902-7 a total of $367,000 of public money, was a stalking-horse for interested politicians; that in the Quebec Bridge scheme under which the Government advanced the bulk of the money and certain politicians and business men $265,000 the latter cleared $152,000 of yearly profit; that certain Indian land sales in Algoma netted 900 per cent. or $101,830 to partisan purchasers while the Government received $9,987; that the waste, or leakage, or patronage, or graft and commissions, in the five great spending Departments of the Government had totalled about $5,400,000 in the past 12 years; that, according to figures amplified day by day in the Toronto *News*, the country had lost over $13,000,000 in those years from various forms of graft and, according to the *Mail and Empire* of Oct. 23rd, that the loss in 19 specified cases had been $24,000,000.

In detailing these charges this is neither the time nor the place to specify the truth, or degree of truth, inherent in them. They were made by responsible speakers and papers over and over again and no doubt had their influence upon the electorate. So with the charge voiced in the Montreal *Star* of Oct. 7th that railway promoters who obtained cash bonuses and bond guarantees from Parliament contributed handsomely, in return, to the campaign funds of both parties. So with the statement of Mr. Joseph Martin, the erratic but forcible Liberal of Manitoba history, and British Columbia current politics, who told the International Fiscal Congress in London on Aug. 4th that: "Never in the history of Canada has there been so much corruption in public life as in the last twelve years. It has permeated every Department of the Government and it is safe to say that much the greater part of the time of Parliament is taken up with investigating charges of graft and corruption against Department officers and Ministers of the Crown." So with the distinct and rather personal stand taken by Hon. W. J. Hanna, Ontario Provincial Secretary, at Dundas on Oct. 10th, when he denounced Mr. Clifford Sifton at length and in detail and concluded as follows: "Can anyone doubt that should Sir Wilfrid Laurier be returned to power the bell-wether of his black sheep will be in command? The methods that have disgraced the Department of the Interior, that have despoiled our domain and filched from the

pockets of the people of this Dominion millions of dollars for the benefit of friends and relatives of Mr. Sifton will go on unchecked. Mr. Sifton is certainly in command to-day. He is in charge of the campaign. He is dominating it from one end of Canada to the other. He is directing the candidates. He has in his service and command the men with open pockets who fear the policy of Mr. Borden—Investigation and Restitution."

Meanwhile, many and varied promises were being given by Liberal candidates in the different constituencies and these the Conservatives declared to bulk large and seriously in the Dominion as a whole and to form part and parcel of a political corruption which was described as corroding the public life of the country. A few cases which will illustrate this contention may be given here. Mr. D. H. McAlister, Liberal candidate for King's-Albert, in New Brunswick, wrote the St. John *Telegraph* of Oct. 17 promising his constituents, if elected, a public wharf at Rothesay, the continued dredging of the Kennebecassis, with various river and harbour improvements, more extended rural mail routes in specified localities, more lighthouses and better hours for men in the public service. "I know where wharves are needed—I see the grand result that would follow the extension of the Railway from Havelock down the Millstream. I see Albert County, even now flourishing, become a great agricultural and mining centre when the Government takes over the branch railways." The Halifax *Chronicle* of Oct. 19th promised on behalf of Messrs. Roche and Carney, the Liberal candidates, that Intercolonial works then in hand would be completed at a total cost of $5,000,000; that an All-Red line pier was upon the Government programme; that a great Union Depot was under consideration for the various railways centering in Halifax with a location practically selected; that a steel bridge across the Narrows and a steamship pier at Dartmouth were among the probabilities of the near future; that $200,000 was being spent upon a new Post Office building. "The Liberal Government has done great things for Halifax. Promises were made and kept and it is to be hoped that every citizen who has the interests of the city at heart will see to it that Messrs. Roche and Carney are elected to continue the good work. For they have worked for Halifax and results speak for themselves. Any doubt of Halifax's approval of the policy of the Government at the present moment might have such an effect as would be fatal to the port."

Passing to Ontario the Wiarton *Echo* (Liberal) appealed (Oct. 15) for Mr. Tolmie's re-election on the following grounds: "(1) The Laurier Government is sure to be returned to power and it is better to have a representative there in sympathy with the Government. (2) John Tolmie does things. Since he went to Ottawa two years ago he has secured a better mail service in many

places, public buildings, docks, dredgings, etc. There is a lot more to be done. Let Tolmie finish his work." In Dundas Mr. W. B. Lawson, according to his nomination speech as reported in the Mountain *Herald,* Oct. 22, said that "Dundas should have her share of good things." He would try, if elected, to have the canals improved. He felt that if the electors turned him down the Government would certainly be justified in not giving the County anything. Mr. Broder (the Conservative member) could get them nothing and in voting for Mr. Broder the electors plainly said they wanted nothing. In the same speech, as reported by the Iroquois *News* of Oct. 23, he said that if elected he could induce the Government to look after Morrisburg's water-power problems. "Two docks also are required and certain improvements at Iroquois." The appeal of Mr. James Conmee, as published in the Fort William *Times-Journal,* said that it was admitted that the Liberals would win. It was to their interest that they return a member to Ottawa who could appreciate their ambitions and "obtain those concessions and that support which only the Dominion Government is able to give." And, he added, "there is no need to be mealy-mouthed over saying that we need, nay, we must have, a strong, virile, business man who knows what we need, to represent ourselves at Ottawa. That man, citizens of Fort William, must be a supporter of the Laurier Government."

As to the West the Prince Albert (Sask.) *Herald* cited the case of a town which had been held back for years, and side-tracked by the Grand Trunk Pacific, because it voted Conservative. The voting in Prince Albert was delayed and on Nov. 3rd this paper published a catalogue of "local advantages of Liberalism" which included a new Government building, the location in Prince Albert of Inland Revenue and Customs offices, and the building of a Penitentiary. "If Prince Albert is to profit by the Liberal policy of railway extension, Prince Albert needs a Liberal representative at Ottawa to get our share of railways. Shortly we will need a road to the mineral belt to the north and this will require land guarantees for its construction, and a representative from this district will be necessary to secure this." The Election address of Mr. W. W. B. McInnes in Vancouver was a conspicuous illustration of the "promising" policy. Vancouver, he asserted, would be the terminus of two railways, the Canadian Northern and the Grand Trunk Pacific, the latter by a branch line south from Fort George. There was also to be a direct Coast-to-Kootenay railway and the Vancouver, Victoria and Eastern was to be built further north. He indicated the early erection of a bridge over the Second Narrows and the widening of the First Narrows; also dredging along the waterfront and in the coal harbour. Next in the list was the improving of False Creek by deepening the channel and converting it into a practicable shipping and docking centre. The All-Red route would provide faster, more frequent and better ser-

vices from Vancouver to countries with which it could gain an enlarged trade. The Indian Reserve at the south end of False Creek was to be secured as a park. Suitable public buildings were to be erected in North Vancouver and the outlying parts of the city.

Another phase of this procedure was the claim of practical and monetary services rendered to the constituencies by Liberal members and candidates. In Nova Scotia it was said that in ten years $154,000 had been spent by the Government in Hon. W. S. Fielding's constituency of Queen's-Shelburne and in his Election address, as published in the Liverpool *Advance,* Mr. Fielding produced very substantial proofs of the local benefit of a Liberal Administration. "The railway for which your fathers agitated so long in vain has become an accomplished fact. Your chief towns have been improved by the erection of handsome public buildings for the better accommodation of the people's business. Trade and commerce have been encouraged by the construction of public wharves for the more convenient handling of the products of your industries. Your fishermen have been substantially helped by the construction of breakwaters for the protection of life and property from the perils of the sea. Your mariners have been benefited by the improvements in the lighthouse and buoy service. Your principal harbours have been dredged to provide safe channels for vessels of increased depth. Your inland fisheries have been aided by the removal of river obstructions and by the operation of the Government fish hatcheries. Your mail service at many points has been extended and improved."

In New Brunswick, Hon. Mr. Pugsley claimed to have obtained large sums in the appropriations for Provincial public works and other candidates pointed to the wharves, dredging, etc., which they had respectively obtained. In Ontario Mr. J. R. Stratton's Election address was notable as citing the Government expenditure of $4,981,000 upon the Trent Canal and large sums for complementary work, dredging, etc.; the construction of various public works and buildings in the Riding; assumption by the Dominion of the County swing bridges, construction of a local steel bridge, and the granting of $100,000 for flood claims on the Trent Canal —some of them 50 years old. Mr. W. M. German's appeal to the Welland electorate recited over a dozen important public undertakings which he had obtained for that County totalling an expenditure of $3,700,000, with more to come, and including County bridges, deepening of the Harbour, Government elevator bridges, the drainage of marshy lands, the building of docks, and Post Office and Armouries. Mr. W. P. Telford in North Grey gave a total expenditure of $459,600 as the record of work for his constituency and Mr. R. J. Watson in Parry Sound recited a similar list of items totalling $756,350.

Turning to Quebec reference must be made to the much-discussed Address of Mr. Charles Marcil in Bonaventure wherein he declared that during the past Parliamentary term he had obtained grants of $609,438 for his constituency in the form of piers, breakwaters and public buildings equalling $125 per head of its voting population. Speaking at St. Edouard on Sept. 10 Mr. Roch Lanctot, the candidate in Laprairie-Napierville, said: "In 1904 I promised that if I was elected I would obtain from the Government subsidies for the construction of a railroad. Two years after the Government granted you $174,500 for that purpose. I have obtained $90,000 for the construction of the dam at Laprairie; $7,500 for ice-breakers; $3,000 for an iron bridge which will be constructed on the River from Jacques de Laprairie to St. Lambert. This year I succeeded in getting from the Government a grant of nearly $100,000 for the construction of fifteen miles of railway between St. Constant and St. Lambert. In all I have obtained for the two counties more than $375,000. Does that count for nothing?" Mr. S. J. Jackson, the Liberal candidate in Selkirk, Man., appended to his Election address a list of public moneys spent in his riding and under his influence which totalled $2,196,000. In Saskatchewan the Lashburn *Comet* of Oct. 1st devoted a page to the public works secured for Battleford by Mr. A. Champagne, the Liberal candidate, in three years of Parliamentary life.

Conservatives afterwards maintained that 26 Ontario Liberals, 12 from Nova Scotia, 10 from New Brunswick, and 3 from Prince Edward Island, owed their election, in part at least, to this line of policy and that taking Canada as a whole and including the suggested, or possible, or promised, expenditure upon the Grand Trunk Pacific, the Hudson's Bay Railway, the Georgian Bay Canal, the Intercolonial branch lines purchase, the deepening of the Welland Canal, the various Harbour improvements at St. John, Halifax, New Westminster, Port Colborne and Montreal, some 88 constituencies were materially influenced in the result. There can be no question as to the use of these great public undertakings in certain directions and places though it must also be stated that the Prime Minister was extremely cautious in his references to the Georgian Bay Canal and similar projects. As an illustration of the situation it may be said that on Aug. 27th a Commission had been named by the Minister of Railways to investigate the condition, equipment and business projects of the branch lines of the Intercolonial Railway in the Provinces of Nova Scotia, New Brunswick and Quebec. Its members were E. Tiffin, General Traffic Manager of the Intercolonial, D. A. Storey, General Freight Agent, and V. A. Bowden, Engineer of the Railway Department at Ottawa, and, in announcing their appointment, the Halifax *Chronicle* (Lib.) stated that the investigation was "preliminary to the acquisition by lease or purchase of the branches

which can be operated with profit to the Intercolonial Railway and with benefit to the districts which they run through." On Oct. 1st the St. John *Sun* (Lib.) stated editorially: "As the problem of port development is the dominant feature of the campaign in this city, in the absence of any large public question at issue between the two parties, so in Kent, in Westmoreland, in Albert, in King's and in Eastern St. John County, the branch line policy, as originated by Mr. Emmerson and taken up by the Government, has assumed the place of paramount importance."

On the other hand the Liberals contended that all this was legitimate attention to the growing requirements of a young country and that the Conservatives had done the same thing in a lesser degree when in power and were trying to do as much as they could now in the same direction; as, for instance, by Mr. Borden's pledge of better financial terms to British Columbia, free rural mail delivery to the country as a whole, with lands and minerals to Saskatchewan and Alberta, by Mr. Foster's hint of a Tunnel under the Straits for Prince Edward Island, by the demands of individual Conservative members at Ottawa for public works in their respective constituencies. To the Rev. Dr. S. D. Chown, of the Methodist Church Moral Reform Committee, Sir Wilfrid Laurier wrote in terms which were published in the press on Oct. 7th: "I quite agree with you that the question of purity in elections is one of paramount importance. I think that I can claim that my position has always been one of absolute hostility to anything that tends to lower the standard of public life in Canada and on many occasions I have placed these views on record. I believe, on the whole, that public life in Canada is as pure as in any country in the world and I am deeply anxious that everything be done to prevent any reproach being cast on it." As to the alleged desire of Conservative members at Ottawa to share in the expenditure upon constituencies Mr. Fielding, Minister of Finance, gave a list of such applications in the House, on July 17, when he began as follows and continued at greater length than space will permit of quoting:

> What is to be thought of my Hon. friend (Mr. Henderson) who, while he is going to vote for this resolution against the expenditures generally, thinks the Minister of Public Works should build an armoury at Oakville in his own County? My Hon. friend from Marquette (Mr. Roche) wants us to build him an armoury at Minnedosa. The Hon. member for Beauharnois (Mr. Bergeron) would like to have an armoury at Valleyfield. The Chief Whip of the Opposition (Mr. Taylor) is against expenditure but he quietly whispers in the ear of the Minister of Public Works: Send us along an appropriation for an armoury at Gananoque. The Hon. member for East Elgin (Mr. Marshall) would like a Drill Hall at Aylmer West. The Hon. member for East Simcoe (Mr. Bennett) wants an armoury at Orillia and the Hon. member for Prince Edward (Mr. Alcorn) thinks we should have an armoury at Picton while the gallant Colonel from Victoria-Haliburton (Mr. Sam Hughes) insists that there should be an armoury in the county he represents. My Hon. friend from West Hastings (Mr. Porter) is very anxious for improvements at Belleville Harbour; the Hon.

member for Kent (Mr. Clements) wants improvements on the Thames River; the Hon. member for Alberta (Mr. Herron) wants a breakwater in Macleod; the Hon. member for East Grey (Mr. Sproule) also wants Harbour improvements; the Hon. member for East Northumberland (Mr. Owen) wants a wharf and a shed in his constituency. Then the Hon. members from New Brunswick (Mr. Crocket and Mr. Fowler) particularly serve notice on the Minister of Public Works that they want more money for wharves on the St. John River and the inland waters of their Province. The Hon. members from Prince Edward Island (Mr. Martin, Mr. McLean and Mr. Lefurgey) want Harbour improvements and breakwaters, and piers and wharves, and in addition to that they venture to say they would like to have a Tunnel.

There were some interesting incidents in the campaign from a Conservative standpoint. Some reference has been made to Mr. Foster's place in the Liberal part of the contest. He was, indeed, the most conspicuous figure on the Conservative side after Mr. Borden and was made so by the attacks and denunciation of his political enemies. His eloquence and forceful reasoning were heard at many Ontario meetings—his announced arrangements in September including Owen Sound, Meaford, Chatham, Sault Ste. Marie, Sudbury, Dundas, North Bay, etc.; in August he had spoken at Springhill, Digby, Truro, Windsor, Westville, North Sydney, and Glace Bay in Nova Scotia; at Charlottetown and Montague in Prince Edward Island and at St. John, N.B.; in October he spoke at several meetings in his own Toronto constituency, at Hamilton on the 6th where he described four conditions as prevalent in the places he had visited—an able set of Conservative candidates, unanimity and confidence in the party, a general sentiment in favour of change, a Liberal tendency to talk around the corruption charges. At Charlottetown on Aug. 20 he promised to support a measure prohibiting the importation of liquor into any Province which declared strongly in favour of total Prohibition. In Toronto Mr. Foster had the charges as to I.O.F. matters to meet at close hand as well as in the Liberal press of the country. Speaking on Oct. 23rd, regarding the allegation of accepting a commission for transactions carried out on behalf of the Union Trust Company, or I.O.F., he said: "The facts are these. I did not buy for the Union Trust Company of the Foresters, but for a party of gentlemen who got no money from the Union Trust Company or the Foresters, but who paid for the land out of money they had borrowed and when Mr. Shaw tries to make it appear that I was buying the land for the Foresters that is an absolute falsehood. I never took a commission for any purchase made by me as Manager of the Union Trust Company for the Union Trust Company or paid for with the funds of that Company. As for any private business that I, or any other gentlemen, carried on for ourselves that is another matter."

His position, in a nutshell, was that he had managed the corporation well, that he had invested funds of the Foresters through

this Trust Company at a substantial profit, that his investments had all turned out good, that he had not taken commissions on Union Trust investments. In the latter stages of the campaign Mr. Foster instituted a suit against Mr. J. A. Macdonald of *The Globe* ($50,000) and the newspaper ($100,000) for alleging, practically, that he had robbed those dependent upon the Foresters' insurance funds. Similar proceedings, either then or immediately after the close of the contest, were put in force against Mr. W. H. Shaw, his opponent in North Toronto, the Ottawa *Free Press,* Mr. Michael Carney, a Liberal candidate in Halifax, the Record Printing Company of Windsor, Mr. J. W. Levesque, M.L.A. for Laval, and several Liberal papers in Ontario. His public platform was announced as follows in a circular dated October 5th:

1. Reasonable, as opposed to excessive taxation and reckless expenditures.
2. The right of the people's representatives to have access to the records of the Government's transactions and freedom of examination into its expenditure.
3. Reform of the glaring and costly abuses of party patronage and the establishment of a Civil Service on the British basis of merit and competency alone.
4. The *direct* purchase of our millions of dollars' worth of yearly supplies with a view to quality and price alone; thus eliminating grafting and the expensive rake-off man.
5. The preservation of our lands and public franchises from the plundering of Government favourites and party hangers-on.
6. The protection of labour against unjust oppression at home and improper competition from abroad through undesirable and bonused immigration; and for purity of public life and the true deliberative independence of Parliament which is now being fast reduced to the mere registration of one-man measures endorsed by a subservient party caucus.
7. A sufficient protection for Canadian industries and a closer co-operation with the Mother-country in commerce, immigration and defence.

The Hon. R. P. Roblin, Premier of Manitoba, was a picturesque and forceful figure in the Ontario part of the contest and a powerful factor in the Western campaign. He addressed a number of meetings with Mr. Borden and one of the sensations of the Ontario tour of the Conservative leaders was his revival and reiteration of the Crow's Nest Pass Railway charges of a preceding contest clothed, however, in more emphatic language than had ever before been used. Speaking in Toronto on Sept. 23rd Mr. Roblin referred to *The Globe,* its Editor, and this question, as follows: "I say that this paper and the men who are behind this paper have deliberately falsified records. My charge is this: That when the Liberal Government in 1896 were considering the construction of the Crow's Nest Pass Railway it was to be at an outlay of $1,850,000 and was so inserted in their charter. This paper commenced a deliberate and systematic agitation to have the grants of the railway increased to $11,000 per mile and Sir Wilfrid Laurier, a pliant, plastic tool in the hands of *The Globe,* consented and the railway was built at a cost to the country of $2,000,000

in excess of the original contract. As a result of the agitation there was given the Toronto *Globe* proprietors 250,000 acres of the best coal lands in America. I charge that the Toronto *Globe* used its influence to rob the country so that Robert Jaffray and his associates, behind *The Globe,* might make money."

Mr. J. A. Macdonald at once replied over his own signature in that paper and declared that if the charge was true in any form, in substance, or in fact, he would resign his position and if Mr. J. S. Willison, at the time in question Editor of *The Globe,* would affirm its correctness he would accept his statement and retire from the control of the paper. If Mr. Willison refused to corroborate the charge he would brand the Premier of Manitoba as a public slanderer. At Peterborough on the 25th (as below), at Galt on the 27th, and at other places Mr. Roblin repeated his statement. "I charge that *The Globe* chloroformed public opinion in Canada in order that the Government of Sir Wilfrid Laurier might take $2,000,000 additional out of the public treasury over and above what was necessary to secure the construction of the Crow's Nest Pass Railway; that *The Globe* and those for whom it spoke in such chloroforming of public opinion received 250,000 acres of the best coal lands in the world; but that they returned 50,000 acres to the Government as a pretence of settlement of an alleged claim." At the Peterborough meeting Mr. Roblin also met *The Globe's* strictures of his Administration in Manitoba by offering to throw open to access by the Editor or his representative the books, documents, and fyles of all his Departments if in return that newspaper and the Government at Ottawa would throw open the records of the Crow's Nest Pass transaction; he also denounced Mr. Macdonald as having helped in letting loose a "crowd of party wolves" upon the Rev. Dr. Pringle in the Yukon when the latter endeavoured to obtain aid from Ottawa in fighting vice and alleged official indifference in that far-away region. On the 26th Mr. Willison—now Editor of the Toronto *News* and a supporter of Mr. Borden—issued a statement of which the following were the chief clauses:

The Editor of *The News* has no desire either to injure Mr. Macdonald or to serve, or promote, as the case may be, the interests of the Conservative party by forcing Mr. Macdonald's withdrawal from *The Globe* office. The Editor of this paper does think, however, that Mr. Macdonald should stand up and fight his own battle and not hide behind another man's coat-tails. Now, as to the issue between Mr. Macdonald and Mr. Roblin. The Crow's Nest Railway policy of *The Globe* originated with the Editor of *The News.* When he was in British Columbia in 1895 he looked into the situation and saw the necessity for better railway connection with the mining country. He wrote a letter from the West in advocacy of this policy. On his return to Toronto, while the Conservative party was in power at Ottawa, he wrote various articles in favour of this particular railway project. No Director of *The Globe* was consulted. No Director or Stockholder of *The Globe,* so far as the Editor knew, had any interest in the Crow's Nest country. Later, he understands, Mr. Jaffray and Mr. Cox acquired an interest in the Crow's Nest coal-fields and became

The Hon. William John Hanna, K.C., M.L.A.

Provincial Secretary of Ontario.

Lieut.-Colonel Hugh Clark, M.L.A.

Active participants in the Dominion General Elections.

the purchasers of the British Columbia Southern Railway. The then Editor of *The Globe* did not know that the Railway had been acquired by Mr. Cox and his associates until certain charges were made by *The World* newspaper. He knows nothing of the negotiations with the Canadian Pacific Railway or with the Government. He had no hand in any of these dealings, as he did not favour a grant of $3,500,000 to the Canadian Pacific Company and, if he remembers aright, refused to lend *The Globe's* support to a susbidy of that magnitude. He, of course, had no interest, direct or indirect, in the Crow's Nest Coal Co. or any associate enterprise.

Meanwhile the Conservative press was making the most of this new-old scandal and commenting not only upon the increased subsidy which had been said by *The Globe* to be essential to the construction of the Railway and the opening up of the region but upon the enormous wealth and resources of the territory—or what the Winnipeg *Telegram* called the "gorgeous graft" which was thus made possible of realization to the capitalists interested. As to its place in the affair *The Globe* maintained vigorously that it had no concern in the business interests of any of its stockholders. On Oct. 2nd Senator Jaffray replied at length to these charges and detailed the history of the coal lands and the Railway as he saw it. Senator Cox and he had originally aimed to prevent East Kootenay being connected with the south and its products carried to United States centres as those of West Kootenay had been to Spokane and Seattle; they did not at first obtain anything from the Dominion Government because the British Columbia Government and not the Dominion had controlled the lands in question; it was only after the Canadian Pacific had purchased the charter of the B. C. Southern Railway that they became shareholders in the Coal Company in which their combined holdings were "but a fraction of the whole"; as to the arrangement between the Government and the Canadian Pacific it had been a great benefit to the country:

I may just repeat that as a result of the agreement the Government gained for the people of Canada 50,000 acres of coal lands and if the estimates of value which the Conservative press puts upon the holdings of the Crow's Nest Company are correct, the people of Canada have in these 50,000 acres full compensation for the whole bonus granted to the Crow's Nest Pass line. But in addition to this the Laurier Government exacted reductions in freight rates from the Canadian Pacific over their whole Western lines which have benefited settlers to the extent of millions of dollars and which undoubtedly gave the utmost impetus to the West. They also protected the consumer by fixing the maximum price of coal at $2 per ton, a price which I may say is too low for remunerative business. Before our mines were opened the Trail smelter paid as high as $16 a ton for coke. Its coke now costs considerably less than half that sum. The building of the railway and the opening of the mines have peopled what was a wilderness.

So much for one of the incidents of the fight. Upon another point Mr. Roblin must be quoted in a speech at Halifax on Sept. 14th when he dealt with some of the larger issues before the people—

or which should have been before them—as follows: "I gladly declare to you that I am a pronounced Imperialist. I believe in a closer, a stronger and a more compact Empire than we have at the present time. I believe that if the British Empire is to maintain her supremacy among the nations of the earth, that supremacy can only be maintained in the future by binding the Colonies, Possessions and Dominions that yield allegiance to that flag, closer to the Mother-country than has been in the past. Therefore anything that points in the direction of Imperialism meets with my approval and we place the Preferential tariff to the Government's credit." He concluded a vigorous speech by condemning the Government for having violated its promises and demoralized the public service of the country; for extravagance and waste of public funds; for alienating the public domain to political friends; for carelessness and indifference in the administration of public affairs; for having brought the name of Canada into discredit abroad.

During the greater part of the campaign Mr. W. J. Hanna, the most popular speaker in the Whitney Cabinet, represented the Ontario Government at Mr. Borden's meetings. The keynote of his attack on the Liberal party was its Immigration policy. Speaking at the Halifax meeting of Sept. 14th he dealt with recent immigration as affecting particularly the insane asylums, central prisons and jails of Ontario which were under his administration. "The foreign-born population in our asylums was ninety per cent. more in 1907 than in 1903, the exact figures being in 1903, 180 foreign-born admissions to the asylums, while in 1907 we had 346 foreign-born insane dumped into the institutions of our Province at a cost of $200 each, per year, for the remainder of their days, which statistics shew will average thirty years. This means an outlay of $6,000 per patient or a total charge in future payments in respect to the admissions of 1907 alone totalling two millions of dollars." Repeated in variations of phrase on many occasions these criticisms, no doubt, had their effect and certainly evoked attack from the other side and an attempt to represent the statements as a slur upon English immigrants and voters who—rather curiously for a Conservative speaker—were included in the designation of "foreigner." Mr. Hanna spoke with R. R. Gamey at Peterborough in an attempt to defeat Mr. J. R. Stratton and made a series of addresses which as a whole were one of the features of the Ontario contest.

Another striking figure in Ontario at this time was Mr. H. B. Ames, M.P., of Montreal. Fresh from his tour of the West where he had, probably for the first time in political history, used stereopticon views in order to illustrate charges against the Government by flashing photographs of original documents in front of the electors, Mr. Ames spoke at Port Perry, Welland, Wingham, St. Thomas, Cannington, Newmarket and other places. His plea

was that Canada had invested 100 millions in the West and that one of the prime assets of that region, the timber limits of the far North, had been wasted up to 48 per cent. of their known area through the Government allowing them to fall into the speculative hands of certain supporters. His Ottawa meeting on Oct. 16th was devoted largely to an analysis of the limits secured, or said to have been secured, by Mr. A. W. Fraser, K.C., for himself, his friends, and his clients. The fact of Mr. Fraser having retired from his Liberal candidature in the capital was made to point the moral of the discourse.

Sir James Whitney, on his return from England, reached Toronto on Sept. 28th and before long was taking part in the campaign. His administrative record of absolute political purity was a factor which Mr. Borden was naturally anxious to have conspicuously with him and at a mass-meeting in Montreal, on Oct. 9th, the Ontario Premier did come out squarely in favour of a change in the Dominion Government. He reviewed Conservative history and records, dwelt upon the absence of any real racial feeling in Ontario and described the cordial receptions always given Sir Wilfrid Laurier and other French public men of either party in that Province; compared this with the slanders and false accusations against his party sometimes heard in the Quebec Liberal press; spoke with pride of Canadian citizenship in and protection given by the British Empire—"for which we pay every year $50,000 and are not ashamed of it"! At Westmount, on the same evening, he eulogized the National Policy, praised the British system of a changing vote and changing Governments, criticized the Liberals for not carrying out their policy of 1893, and expressed belief in the innocence of Mr. Fielding as to any scandals charged against him. He was at Richmond in the Eastern Townships on the 10th accompanied by the Hon. D. V. Landry, Minister of Agriculture in New Brunswick. At a mass-meeting in Toronto on Oct. 20th he declared that Hon. J. J. Foy, as Attorney-General, would see that no electoral misdeeds occurred in the Northern part of the Province, so far as the law would permit of his intervention. He denounced Mr. Pugsley as Minister of Public Works, Sir Wilfrid Laurier for his Grand Trunk Pacific extravagances in construction, Sir R. Cartwright for his appointment of J. B. Jackson to official duties in England and the Government's Railway subsidy policy. "It is no laughing matter that $34,000,000 were granted in railway and other subsidies last Session when it is known that four out of every five charters were given to men out-at-elbows, who object to working for a living, and who spend their time trying to persuade others to buy these charters." At Windsor, Ont., on the 23rd Sir James was greeted by a great crowd with the Hon. Dr. J. O. Reaume in the chair and Mr. Foy as one of the speakers.

Other incidents of the campaign in Ontario included the rivalry for the Conservative nomination in Ottawa where Fred Cook, ex-Mayor and well-known Canadian correspondent of *The Times,* and P. D. Ross, Editor of *The Journal,* were defeated by T. Birkett, ex-M.P., who was responsible for an attack upon Mr. Cook as being an Englishman while he, the speaker, was a Canadian; the retirement of A. W. Fraser, K.C., and Dr. Chevrier, the Liberal candidates, their replacement by Sir Wilfrid Laurier and Mr. B. Hal McGiverin, and the consequent saving of two seats which the Conservatives had been sure of winning; the vigorous attacks upon Mr. W. T. R. Preston's Emigration policy in England and the East and an attempt to counteract, by charges of his connection with a "strike-breakers' agency" in London and the Japanese influx from the East, the Government's record in Labour matters; the allegations as to Liberal misconduct in some of the Northern Ontario ridings where the lists were not under Provincial control.

In the latter matter the trouble began by the Judges appointed under the Aylesworth Act, in the unorganized districts of New Ontario, making a ten-day period for enumeration and a 15-day period for appeals. Conservatives claimed that this time was altogether too short and that the County Judges were mostly Liberals who were freely appointing partisan enumerators. In these districts there were thousands of lumbermen, miners and settlers of uncertain location—"the bush polls" as they came to be called—and vital importance attached to the clause of the Elections Act making nine months' local residence necessary. When, therefore, it was alleged in East and West Algoma that enumerators were using affidavits extending "residence" so as to cover the Dominion of Canada, a storm was naturally aroused. Charges were formally laid before the Ontario Attorney-General and Mr. Foy, on Oct. 20, announced that special constables would be at once despatched to the points of alleged danger. Mr. Aylesworth, Minister of Justice, could see no irregularities and the Liberal press declared that a Conservative effort was being made to win these ridings by a species of intimidation. Sir James Whitney announced at the ensuing meeting in Toronto that "Mr. Foy is going to watch and his officials are going to watch, and wherever electoral scoundrelism shall be found it will be punished." It was charged, as the days went on toward the Election, that in East Algoma 500 or 600 names had been illegally placed on the lists by Liberal enumerators, with similar conditions in the West riding; in Nipissing, also, the lists were said to be badly padded; in Thunder Bay and Rainy River hundreds of names were claimed by the Conservatives to have been illegally added.

In Quebec the Conservatives made a strong but seemingly hopeless fight against great odds. They put up men like Hon. J. A. Ouimet in Bagot and Hon. C. J. Doherty in Yamaska, who

had both been for years upon the Provincial Bench; ex-Mayor H. A. Ekers in Montreal and S. Beaudin, K.C., in Laprairie-Napierville, William Price in Quebec City and R. H. Pope, ex-M.P., in Compton; E. J. Flynn, K.C., in Dorchester and L. P. Pelletier, K.C., in Lotbinière; L. T. Marechal, K.C., in Montreal and G. H. Perley in Argenteuil; and F. D. Monk, J. G. H. Bergeron, and H. B. Ames in their old constituencies. These were all able men and they put up a vigorous contest. Speaking at Beauharnois on Sept. 13 Mr. Monk met the hero-worship of Sir W. Laurier in the following terms: "To all our arguments the Liberal party opposes only this great reasoning. They ask the people to vote for Sir Wilfrid Laurier, because he is the head of the country and because he belongs to our Province. It is really sad for the Liberal party to be reduced to such an argument. Is it because we have given to Sir Wilfrid Laurier all the honours that we could possibly bestow upon him that we will forbid to another the advantage of directing the people? It is said in England that Sir Wilfrid Laurier will be elevated to the House of Lords. If Laurier was to be defeated to-day it is likely that instead of losing his *prestige* he would, on the contrary, rise in honour and fame. Was there not another great man (Mercier) who was the admiration of his country and of his nationality? And yet was he not defeated?" Mr. T. Chase-Casgrain, K.C., an old-time leader in the party fighting, declined a nomination but spoke on various occasions. In Montreal on Oct. 12th he urged the value of Mr. Doherty's services and anticipated for him a place in Mr. Borden's Cabinet if the Conservatives came into power.

Mr. Bourassa's place in the campaign was one of observation although his close ally, Armand Lavergne, was understood to be supporting Mr. Price in Quebec and *Le Nationaliste,* his organ, on July 12th, had denounced Sir Wilfrid Laurier for interfering in the Provincial fight and had said: "We have no reason to believe that Mr. Bourassa proposes to take part in the Federal contest, but we are also of the opinion that many of his partisans will find Sir Wilfrid Laurier's conversion too late and too interested. We would not, in fact, be at all surprised to see many of Mr. Bourassa's partisans make common cause against Sir Wilfrid's candidates at the coming elections." Later, on Oct. 2, Mr. Bourassa stated that he would take no part in the contest. An incident of the period in Quebec was the very general Liberal attack upon Messrs. Doherty and Ouimet for standing as candidates while receiving pensions from the Government for judicial services and upon Sir A. Lacoste for similar reasons in connection with his management of the Conservative forces in the Montreal district. The latter wrote the press, at length, on Oct. 23rd declaring that there was nothing in the Election law to prevent such candidatures or such action on his own part; and proclaiming the fact

that it could not be for profit as the Parliamentary indemnity was hardly a consideration to any of those involved.

In the Maritime Provinces the Conservatives made a strong effort to defeat Mr. Fielding. His Nova Scotian seat was contested by Mr. A. B. Morine, K.C., of Toronto—lately of Newfoundland politics but owning Nova Scotia as his birth-place—who in forcible speeches produced a platform of his own which included (1) the consolidation of all Nova Scotia's railways with the Intercolonial; (2) construction of "feeder lines" to the latter Railway running up into the interior; (3) reciprocity in fish products with the United States and the opening up of a big free market for this important industry; (4) taking the Provincial fishery laws and regulations out of politics. He had other purely local improvements to suggest. It was claimed by the party—elsewhere than in Nova Scotia—that this Province had been the special recipient of the Government's favours and that Mr. Fielding had obtained for it in the estimates of 1908, alone, the sum of $3,122,398 covering 313 items of which $1,234,849 had been paid out before the Elections.* Mr. H. B. Ames had toured this Province in July, speaking at Amherst, Sydney, Oxford, Stellarton and Pictou. He also spoke at Moncton, N.B. In this latter Province the fight turned mainly, so far as the Opposition was concerned, in attacking Mr. Pugsley, Minister of Public Works, and his Provincial record as a politician, with recent incidents such as the Mayes charges which are elsewhere dealt with. Though expectations were not realized much had been hoped locally from the help of Mr. Hazen and the New Brunswick Government—in which, however, there was at least one member of Liberal proclivities in Federal affairs.

What of the West? In Manitoba the contest was very bitter with the virility, intense earnestness and striking force of Mr. Premier Roblin, supported by colleagues such as C. H. Campbell and R. Rogers, pitted against the slashing, clever editorial work of the Winnipeg *Free Press* and the skilled organizing faculties of Mr. Clifford Sifton—the latter limited, however, by his necessary attention to the Brandon constituency where Hon. T. Mayne Daly put up a contest which nearly defeated him. The voters' lists were favourable to the Conservatives in this Province—close attention having been given to their last annual revision. In Winnipeg the Conservative nominee was Alex. Haggart, K.C., a well-known lawyer with considerable municipal experience, and vigorous arguments were adduced against his equally prominent opponent, D. C. Cameron, head of a leading lumbering industry, on the ground that when a member of the Ontario Legislature he had supported the Ross Government of that Province. Some strong candidates were put into the Provincial field and amongst the new ones were Glen Campbell, who retired from the Legislature to run against

* NOTE—Detailed in Toronto *News*, Oct. 22, 1908.

T. A. Burrows in Dauphin with the special aid of H. B. Ames and his stereopticon views on Aug. 31st, and Arthur Meighen, a clever young lawyer, in Portage la Prairie.

Mr. Ames addressed a mass-meeting in Winnipeg on Sept. 1st and a later incident of the contest was the Manitoba Government's claim on Oct. 5th that its good offices had settled the differences between the C.P.R. and the striking employees—the agreement being come to as a result of negotiations between Messrs. Campbell and Rogers and Bell Hardy of the Union. Mr. Roblin addressed a Winnipeg meeting on Oct. 8, Mr. Campbell on the 16th, Mr. Rogers on the 22nd, and they did what was possible to help candidates elsewhere. The central theme of their speeches and of countless newspaper articles was the administration of Western lands and this statement applies also to Saskatchewan and Alberta. Language was not spared in these comments; prosecution of the timber sharks and restitution of the stolen property were mild press characterizations of this issue; "questions of policy must yield to the vital question of probity" demanded the Winnipeg *Telegram* of Sept. 1st; inquiry was constantly made as to why Mr. Fraser of Ottawa should be singled out for retirement and Messrs. Sifton, Burrows and Turriff supported for election; the paralysis of corruption, the dead hand of political inefficiency, were said to be everywhere checking Canadian progress.

In Alberta the Opposition conducted a most aggressive campaign. As elsewhere there were many personalities and the presentation of old and new scandals. Meetings were many and enthusiasm at a high point. The Conservatives had some notably good candidates—such as M. S. McCarthy in Calgary, Charles A. Magrath in Lethbridge and E. W. Day in Strathcona while R. L. Richardson brought his doubtful fortunes and varied views to their aid in East Assiniboia. Mr. Ames had addressed several meetings in the Province during the summer, especially at Medicine Hat on Aug. 14th, Calgary on the 17th, Lethbridge on the 19th, Edmonton on the 25th. There was little aid to be got from the Provincial party, which had only two members in the Legislature, but its one-time leader, R. B. Bennett, K.C., spoke at Calgary on Oct. 8th, Mr. Premier Roblin of Manitoba was at Wetaskiwin on Oct. 12th, at Camrose on the 13th, at Strathcona on the 14th, and at Calgary on the 15th. In Saskatchewan the Conservatives had trouble over the Regina nomination where J. K. McInnis of *The Standard,* known for his bitter legal and political contests with the Hon. Walter Scott, was chosen as candidate on Feb. 26th and in September retired so as to unite the party which, for local reasons, were not altogether agreed upon his candidacy.

On Sept. 30 Thomas Wilkinson was chosen with the following platform: "I am in favour of the immediate construction of the Hudson's Bay Railway, which has been promised for the last twenty years and which is now being made a political catch-

cry by the Liberal party; government control and operation of terminal elevators; tariff revision to suit the needs of Western Canada; fair wage legislation and honest compensation for all labour; timber limits and grazing leases granted only to actual users; the restoration of lands to the Western Provinces; purity in politics and public officials; clean administration and honest appropriation of public funds; Government ownership of telephones and townsites along new railways; abolition of the bonusing system; a vigorous immigration policy. I shall also urge the Government to take up the matter of a Union Depot at Regina and recommend the building of an Armoury. Also Free Mail Delivery and give my assistance to such other reforms as are in the best interests of Canada." The mixture, or combination, of the Provincial Rights party and the Conservative organization for Dominion purposes, was a difficulty in the campaign and enabled J. T. Brown, a prominent follower of Mr. Haultain in Provincial politics, to resign from the Legislature and run in Qu'Appelle against R. S. Lake, the only Conservative member in the past Parliament. Mr. Haultain spoke at Moosomin in the latter's interest on Oct. 21st. He was also at Moose Jaw on the 22nd and at other places during the campaign. Mr. Roblin of Manitoba spoke at Regina on Oct. 16th and Moose Jaw on the 17th while Mr. Ames and his famous stereopticon views had been through the Province in August when he was heard at Regina, Saskatoon, Hanley, Davidson, Estevan and Weyburn.

The chief Conservative factor in British Columbia was the part taken by the Provincial Premier in the contest and the chief issue in the Election there was the question of Japanese exclusion. Speaking as far back as Mch. 31st, at Esquimalt, Mr. Premier McBride had denounced the Dominion Government for not obtaining and using the same privileges of Asiatic exclusion as were practised by Australia, New Zealand and South Africa; declared that the first and foremost consideration for the Province, and one they were absolutely compelled to bear in mind, was "to keep British Columbia a white man's country"; and proclaimed as a fact that if Mr. Borden were returned to power "this great Province will have absolute freedom from the invasion of these Asiatic races." What Mr. McBride said at this meeting was duplicated in many forms and many places by many speakers and papers. Speaking at Sidney, Vancouver Island, on Aug. 22nd the Provincial Premier was still more emphatic: "Fifteen years ago, gentlemen, the fisheries on the Fraser River were in the hands of white men while now, mark you, these same fisheries are under the absolute control of the Japanese. And now they have not only invaded the saw-mills but have taken up the timber industry as well, and if nothing is done to prevent it they will seize these great Provincial industries. Mr. Smith and Mr. Templeman must soon answer to the people of this Province for their indifference to this issue

during the past twelve years and for their neglect to keep this great heritage for people of our own colour and for people of our own race."

There were, of course, other issues which he pressed home such as the failure of the Ottawa authorities to do anything to avert the removal of the British Naval headquarters from Esquimalt and the consequent loss of local expenditures estimated at from $500,000 to a million a year; the impossibility of getting the better financial terms from the Laurier Government for which he had contended so long and so earnestly; the alleged reckless expenditures, the corruption charges, and the mal-administration of Western lands. Mr. McBride had unusually strong candidates to support—G. H. Barnard, K.C., in Victoria, G. H. Cowan, K.C., in Vancouver, A. S. Goodeve in Kootenay, J. D. Taylor in New Westminster, and Martin Burrell in Yale-Cariboo were amongst the number. He spoke in Victoria on Sept. 9th and at Vancouver on the 12th when he announced that his Attorney-General would join Mr. Borden in an Ontario tour and that he and his whole Government would do all that was possible to aid the Conservative Opposition. According to *The Colonist* report of his speech Sir Wilfrid Laurier's promise in 1896 that the wish of the West would be carried out in the matter of Asiatic exclusion, and his failure to redeem this promise, alone "justified defeat of the Liberal Government so far as British Columbia was concerned. Asiatic Leagues throughout the Province could only trust the Conservatives on this question and a solemn pledge had been given by R. L. Borden for a white British Columbia and a white Canada."

Mr. McBride delivered a notable address in Victoria on Oct. 9th and from that time until the 26th was in the heart of the fray and speaking somewhere nearly every night. Everywhere he denounced the Japanese policy of the Government; urged the possibility of "better terms" if Mr. Borden reached office; protested against corruption though this was not nearly as pronounced an issue as in other Provinces; described the indifference of Mr. Templeman to British Columbia interests as shewn in the dragging procedure about the Songhees Reserve—the group of Indians living on Indian lands in the heart of Victoria; denounced the Minister's list of public works obtained for the Province as insulting and corrupt. A position similar to that of Mr. McBride on the Japanese question was maintained by other party leaders—notably in Mr. Cowan's Vancouver speeches. In Toronto on Sept. 24th the latter described this to the press as "the greatest issue in British Columbia politics." Speaking locally on Oct. 1st he referred to his visit to the East and added: "I have this message from my Leader to impart to you, and it is made not only on his behalf but on behalf of the great Conservative Party, that if that *modus vivendi* spoken of by Mr. Lemieux is not lived up to by Japan, then circumstances will oblige our party to abrogate the Japanese

Treaty." On the 24th Mr. R. L. Borden sent to Mr. Barnard at Victoria, and in this connection, a message which won many votes. As published in *The Colonist* of the next day it read as follows: "Your message received. The Conservative Party stands for a white Canada, the protection of white labour, *and the absolute exclusion of Asiatics.*"*

At the beginning of the campaign in this Province the Vancouver *World* (Sept. 1), though a Liberal organ, repudiated its party as indifferent to Provincial interests and declared itself independent; practically it became a supporter of Mr. Cowan's. Mr. Joseph Martin, K.C., though running as an Independent in Vancouver, was helpful to the Conservatives generally through his denunciation of alleged Liberal graft, his reiterated and bitter criticisms of Mr. Sifton, his strong language upon the Japanese question. Senator W. J. Macdonald addressed an open letter to the people of the Province on Oct. 1st in which he spoke of the alleged bad record of the Government: "It lies in lack of supervision over subordinates, in being supine and careless beyond measure in the expenditure of public money, in retaining in office officials who exceeded their duty and have brought disgrace on the country, by playing into the hands of voracious middlemen and taking commissions dishonestly."

Speaking at Victoria on Oct. 9th Mr. Barnard gave five special reasons for voting against the Laurier Government: (1) the question of Better Terms and Mr. Templeman's alleged statement that it was "as dead as Julius Cæsar"; (2) the Japanese Treaty and Asiatic non-Exclusion; (3) the Songhees Reserve question; (4) neglect of the British Columbia militia service, exchange of 500 British officers and men at Esquimalt for a Canadian garrison of 125 and neglect of guns and armament at the Station; (5) the general issue of Ottawa mal-administration and corruption. Mr. Templeman as British Columbia's representative in the Government was denounced in the Conservative press for not pushing the question of Better Terms; for not pressing the claims of the Province to secure early local construction of the Grand Trunk Pacific; for not supporting the Provincial Government in its Metlakatla Reservation contentions or aiding the Province in having the Dominion right of selection waived, or modified, in the matter of the Railway lands and the assumption of 3,500,000 acres of the best in the Peace River region; for not pressing Provincial claims to control the Fisheries, to share in the Chinese head-tax, and to have better protection of the Halibut fisheries against American poaching.

An interesting episode of the Elections, which was Dominion in its possible importance, was the unsuccessful effort to get Sir Charles Hibbert Tupper back into public life. Though for a num-

* NOTE—The words in italics were repudiated by Mr. Borden in Parliament on Jan. 22, 1909, as being a forged addition.

ber of years resident in Vancouver the one-time Minister of Justice had in 1907 accepted a nomination in Pictou, N.S., which he had formerly represented in Parliament. On Jan. 6, 1908, however, a deputation of Orange Conservatives waited upon him with an invitation to stand for Vancouver in the coming contest. In his reply, though not committing himself as to candidature, Sir Hibbert eulogized Mr. Borden and strongly denounced the Government. He spoke again at other party meetings in the constituency and, on Apl. 8, a meeting of local Conservatives passed a Resolution endorsing him as a candidate. Following this came a discussion which seemed to indicate some division in the party ranks and which the Liberal press seized upon to describe as a faction-fight between his supporters and those of Mr. McBride who were said to be at loggerheads. Opposition to Sir Hibbert did certainly develop and was notable for arousing Sir Charles Tupper, the veteran leader, who wrote a characteristic letter of vigorous denunciation of certain party tactics to the President of the B. C. Conservative Association. A probably important element in the trouble developed a little later when the Orange *Sentinel* of Toronto commenced a series of aggressive attacks upon Sir Hibbert for his connection with the Manitoba Schools policy and Remedial legislation of 1895 when he was Minister of Justice at Ottawa. He had, however, already asked, for private reasons, to be relieved from his candidacy in Pictou and a little later, to the regret of all who appreciated clean, aggressive and able political fighting he declined under any conditions to be a candidate in Vancouver during the coming contest.

Transportation Issues of the Campaign

The politics of Canada used to be mainly made up of Tariff questions; of late years it has been chiefly dependent upon Transportation for a field of conflict. The central theme of Liberal advocacy in 1904 was the construction of the Grand Trunk Pacific and in the 1908 campaign the urgent sentiment was: "Let Laurier finish his work." This work was made to include not only the G.T.P. but other projects which have been referred to in these pages and of which some were not yet begun—the completion of the Trent Valley Canal, the enlargement of the Welland Canal at a cost of some $25,000,000, the improvement of Montreal and other Harbours, the deepening of the St Lawrence channel from Montreal to the sea, the building of the Hudson's Bay Railway at an estimated cost of $15,000,000, the construction of the Georgian Bay Canal at a cost of $100,000,000, the completion of the Transcontinental and Grand Trunk Pacific at a cost which varied in estimate from $36,000,000 to over $200,000,000, the acquisition of the smaller railway lines in the Maritime Provinces and their combination with the Intercolonial.

The new railway across the Continent was an issue in the contest only so far as its growing cost, over and above the earlier

estimates of construction, and persistent rumours on the Conservative side as to an early abandonment or a partial failure of the project, could make it so. Upon the other hand the route of the Railway through various parts of the country and its projected or more rapid construction in British Columbia or on the Atlantic coast, were made to serve an obvious purpose. As to cost quotations were freely made upon the one side from Sir Wilfrid Laurier's original calculation of $13,000,000, the Finance Minister's first estimate of $51,300,000, and that of Mr. Graham, Minister of Railways (House of Commons, July 11, 1908) totalling $26,124,000; and upon the other side from Mr. R. L. Borden's estimate of $189,057,000 and Mr. G. E. Foster's of $180,845,000. The one calculation was, of course, made up chiefly of interest charges; the other of capital expenditures and indirect liabilities.

Early in October sensational reports emanating from the New York *American* (W. R. Hearst's paper) and the Boston *News-Bureau*—said by the Liberals to be engineered by a specially-engaged journalist on behalf of the Conservative party—declared that the Grand Trunk managers were dissatisfied at having to construct the Government portion of the Railway between Moncton and Winnipeg and wished to be relieved of their contract in that respect; that the purchase of supplies, the giving of subcontracts, the making of appointments, the granting of concessions, were being made so costly by the political or spoils system, said to prevail on this part of the line, as to render ruin to the whole project imminent; that the Grand Trunk Pacific (from Winnipeg to the Coast) was complaining strongly of over-classification and extravagance by Government engineers and contractors on the Government section; that the total cost of the former would entail a yearly burden for interest far greater than the Grand Trunk had expected to pay; that the sum which the Government and Railway Company would eventually have to provide would be anywhere from $250,000,000 to $340,000,000 with the necessity, on the part of the Railway, of making an estimated $3,500 profit per mile in order to pay fixed charges.

Many copies of the Boston *News-Bureau*, containing a review of estimates, construction, present and possible cost, with figures running to the highest point mentioned, were sent out to the electorate—especially in the West; the Hon. C. H. Campbell and Hon. R. Rogers of the Manitoba Government, in several speeches, strongly denounced the new Railway as to its route, cost and financial condition; Mr. Rogers, in a Montreal press interview on Oct. 2nd, gave the eventual cost of the Railway as $320,000,000 and then made the following specific statement: "The Grand Trunk Pacific need not pay a dollar of interest for fifty years for, under Sir Wilfrid's second contract of 1904, under Clauses 1906 and 1907, he gave away absolutely the people's remedy of recovery, foreclosure and possession in the event of the Company failing to

pay interest." The New York *American* articles of Oct. 9th and 13th were especially violent in their denunciation of alleged graft in construction and of "deplorable misplacing" in location. It declared on the latter date that London had refused any more money for the project, that Senator Cox and Canadian financial institutions were alarmed and that the Government would have to "shoulder the whole load." Charges were made in the Conservative press as to the Reynolds Construction Company, in the New Ontario part of the road, having been "held up" for campaign contributions but this was promptly and vigorously denied by the officials concerned.

The Liberals, meantime, were not idle. Their critics and opponents were made out to be antagonistic to the whole project and to the people, and localities, and interests, and country, which it would so unquestionably benefit. Pessimism is rarely popular and an effort was made to prove the Conservatives guilty of that offence. Mr. Graham, Minister of Railways, at Guelph, on Oct. 8th declared the Conservatives guilty of a gross conspiracy. "They have engaged and are paying a clever journalist, not a Canadian, to introduce certain United States campaign methods into Canada and under an arrangement with them he has prepared 'copy' for a booklet that is to contain nefarious charges concerning the construction of the Grand Trunk Pacific Railway as well as some of the men connected with it." At Barrie on the 14th he described the plot as being intended to destroy the credit of the project in financial centres and as including the journalistic letters so widely quoted and the attacks in certain American papers. If there was such a booklet it was never published.

As to the Hodgins' charges of over-classification they were pretty fully met by reference to his final abandonment of his case in the Parliamentary Inquiry and to letters from the Railway engineers denying that they had complained of such classification or criticized the construction policy in the Quebec part of the route. The allegations of a possible abandonment of parts of the road were met by the Minister's denial and by the counter-charges of the Manitoba *Free Press* that the Conservatives would throw up the whole project if returned to power. At Halifax on Oct. 22nd Mr. Borden responded to this by the declaration that he would carry out the contract fully and honestly if given the opportunity. Much was made in the Liberal press, as in the 1904 elections, of the great ends which would be served by the Railway, of the great good which would result to the people as a whole, of the wide influence upon Canadian development which it could not but have. The following is a summary of these contentions:

It will practically double the industrial and productive area of the country. The map of civilized Canada will be rolled back 200 miles. Through it opportunity will be doubled for every man in Canada. It will be the shortest and best all-Canadian line from tide-water to tide-water across the continent.

It will be the only all-British Railway across the continent under one management.

It is located so as to be most secure from foreign invasion, giving depth and, therefore, strength to our country.

It will give development and competition in transportation to 1,200 miles of grain-growing country in the West.

It will develop vast coal fields on the Saskatchewan, Athabasca and Peace Rivers, for the supply of fuel to the prairies.

It will give the most northwesterly part of the prairie region, which is furthest from the Atlantic, a short outlet to the Pacific.

It will connect the Railway system of Canada with 2,000 miles of steamboat navigation on the Athabasca, Peace, Laird and Mackenzie Rivers, their great lakes, and the Arctic Ocean.

It will develop mining and lumbering in northern British Columbia and provide facilities for profitable interchange of mutual necessities between the prairies and the mountain regions of the far West.

It ensures a third railway outlet from and through the wheat fields to the Lakes.

It will develop a thousand miles of northern Ontario and Quebec, at present unknown and inaccessible.

It will cut nearly 200 miles off the present Intercolonial distance between Quebec and Canada's nearest winter port, St. John.

It induces the investment of over one hundred millions of British capital in Canada; and correspondingly interests the British public in Canada's welfare.

Co-operation with the Grand Trunk Company secures effective, satisfactory and business-like operation; ensures fulfilment of all engagements, provides business from the start, and secures the Government from payment on its guarantee.

By that co-operation all principal points in eastern Canada are put in direct connection with the West without extra cost.

In the Hudson's Bay Railway matter the Western members of Parliament early in the year insisted upon Government attention to the necessity and desirability of such a road. The subject was brought up in the Commons by Mr. Sifton on Apl. 7, debated by various members, and a Resolution passed after Mr. Oliver, Minister of the Interior, had promised sympathetic consideration. It declared that "the Government should, on account of the rapid development of Western Canada and continued inadequacy of transportation facilities, take early action towards the construction of a railway to Fort Churchill on the Hudson's Bay." Later in the Session Mr. Oliver included in his Land Bill a clause extending the homesteading area in about 30,000,000 acres of Southern Alberta and Manitoba. It was, he thought, a reasonable estimate that 5,000,000 acres of this could be sold at $3 an acre. The amount thus realized would be applied to building, or to aid in building, the 500 miles of road necessary to complete the Hudson's Bay Railway from Saskatchewan River to the Bay; the unofficial estimated cost of which was $30,000 a mile, or $15,000,000, in all. It was not intended that the building of the road should await the sale of the land. The Government plan would meet the responsibility of construction and would also release the mortgage, so to speak, of 12,800 acres to the mile of land-grant for this road which now stood under an old Act.

Speaking at Galt on June 20 Mr. Graham, Minister of Railways, said that he was uncertain whether the road would be built by the Government or by private companies but, he added, "it is going to be built and built right away." On July 1st *La Presse* of Montreal dealt with the general transportation subject and declared that as a result of the Hudson's Bay Railway Fort Churchill would be the New Orleans of the north and as a result of the Georgian Bay Canal Montreal would be the New York of the future. On Aug. 10th the first practical step in construction was announced in the departure of a survey party of 100 men from Winnipeg to locate the route of the road. Following this action Senator W. D. Perley (Cons.) issued an address to the electors of Western Canada declaring that the Government did not intend to build this Railway and was simply fooling the electorate in view of the coming elections; that no one knew whether grain could be taken to Liverpool more cheaply by this route than by existing ones; that if built the Railway would only be a competing line with the Canadian Pacific, the Grand Trunk Pacific itself, and other transcontinental roads and, meanwhile, that no exact figures of cost were available. "If this Government had ever any sincerity about building the Hudson's Bay Railway, the time to have shewn it was when they undertook the building of the Grand Trunk Pacific Railway. Had they then started to build the Hudson's Bay Railway as a Government work they would not have been competing against themselves, as they will in case they now build it, and they would have had a solid support from the West." This view found many Conservative echoes. Then came Sir Wilfrid Laurier's definite statement at Niagara Falls on Sept. 15th:

We have undertaken the construction of another Railway—the Hudson's Bay Railway. The Hudson's Bay Railway I am sure does not appeal very much to the people of Welland County. It concerns more the people of the West. But I say to you, gentlemen of Ontario, and you will agree with me, that what concerns one portion of the community concerns every part of the community. Now, we have come to the conclusion that this Railway is a necessity owing to the condition in which our fellow-citizens in the West are placed. This Railway will give an alternative or optional route. At the present time all the wheat as soon as it is tracked is sent out to Lake Superior. We want to provide another railway by Hudson's Bay. There will then be the present route and the Hudson's Bay route and the man who raises wheat and cattle will have two outlets for his production. We have been asked: 'Are you not going to hurt the trade of the St. Lawrence if you do that?' Oh ye of little faith! the trade of Canada is too great even for these two outlets. What we see coming will be more than sufficient for both the St. Lawrence and the Hudson's Bay routes. We have come to the conclusion that the time to build this Railway is now; not to-morrow, but now; and we have surveyors in the field looking at the condition of the country and preparing plans for us which we shall be prepared to put into execution as soon as we receive them. The Government will build the Railway, or rather somebody will be entrusted with building it for us, but whatever we do, all the terminals and all the elevators shall be built by the Government, and retained under all and every circumstance by the Government so as to insure the largest

measure of benefit possible to the Canadian people in the Northwest Provinces.

The comment of the Manitoba *Free Press,* the leading organ of Western Liberalism, declared that "this is one of the most important announcements to the West ever made by the Canadian Government; and it will be received with acclamation by the people of the Prairie Provinces." There could be no doubt that this was the spirit with which the statement was generally received and it was made the most of by party candidates, papers and speakers. In his speech at Brandon on the 22nd Mr. Clifford Sifton accepted a Resolution of his nominating Convention declaring this to be "the paramount issue of the campaign" and concluded in these words: "The Prime Minister proposes to build for these Provinces the Hudson's Bay Railway. It is a fitting culmination to the policy of progress and development which the Government has followed during these years. That pronouncement was a very material factor in inducing me to become a candidate for this constituency in this election, because I felt and feel now that the time has come when we men from the West have succeeded in proving that the Hudson's Bay Railway is no chimera, no foolish project, but one which the people of the West are bound to see carried into effect, and the time to do it is now. So, therefore, if the people of the Northwest give Sir Wilfrid Laurier his endorsement at this election, then in three or four years we may expect to see trains running to Hudson's Bay."

Mr. Oliver, Minister of the Interior, took similar ground. Speaking at Edmonton on Sept. 26th he described this as the chief issue of the campaign: "Just as the Liberal Government undertook the construction of the Grand Trunk Pacific it will undertake and carry to completion the Hudson's Bay Railway. The Hudson's Bay Railway will cut the distance to Edmonton's ultimate market by 1,000 miles; it will put cents in the pockets of farmers for every bushel of grain carried to Liverpool, and fractions of cents for every pound of beef shipped. Do you want the Hudson's Bay Railway or do you not? That is the question to be answered on October 26th." Hon. Walter Scott, Premier of Saskatchewan, presented the same view. At a meeting in Riverside, near Moose Jaw, he told the assembled farmers that "when the West exports 200,000,000 bushels, as will be the case in five or six years, the Hudson's Bay Railway will mean anywhere between $15,000,000 and $20,000,000 in the pockets of the Western farmer —as a result of the elimination of the transhipment and transfers of grain now necessary." In a strong appeal to the electorate on Oct. 21st the Regina *Leader* said of this project: "It is the paramount issue, so far at least as Western electors, Conservatives as well as Liberals, are concerned."

Of course, the Conservatives would not accept the issue in this form; nor did they oppose the project, in any way, other than

by expressed scepticism as to the Government's real intentions. As a matter of fact Mr. Hugh Sutherland of Winnipeg was the father of the project. In the middle eighties he received a land grant from Sir John Macdonald's Government to help construct the Railway and actually did build 40 miles before his resources failed; Mr. Norquay, Conservative Provincial Premier, granted a subsidy of $1,000,000 for the completion of the work which, for various reasons, was repealed by his Liberal successor, Mr. Greenway. In 1895-6 Sir Charles Tupper had pledged himself to the construction of the line. Speaking to the press on Sept. 30 Mr. R. L. Borden said: "Sir Wilfrid Laurier has suddenly discovered, on the eve of a general election, that the Hudson's Bay Railway must be built. The Conservative Party has been pledged to the building of that Railway since 1895 when it was promised by Sir Charles Tupper. The present Government has reached the same conclusion in the thirteenth year of its administration. Sir Wilfrid Laurier declares that the Government will build the railway, or rather some party of men will be entrusted with its building. In my opinion the road should be built by the Government immediately and under such conditions as will ensure absolute and thorough control of a railway to be paid for by the farmers of the West."

Another issue of the campaign was the Quebec Bridge in both its construction and its collapse. Conservatives claimed that the Government policy in the former connection was extravagant if not worse, and singularly unwise in the paying out of Government moneys which, it was alleged, went to the creation of private or corporate profits; and in the second place that the plans of building were badly mismanaged and that the responsibility for failure really lay with the Government. As to the first point it was alleged by Conservatives that the original Company of which Mr. S. N. Parent, then Mayor of Quebec, had been President since 1896 and of which he remained President through various changes, was bankrupt in 1903 with $779,000 of indebtedness; that the Government should then have taken the work over entirely and carried it through as a public enterprise instead of undertaking to guarantee its bonds up to $6,678,000; that the President and Directors had been paid salaries totalling $67,000 during the past 12 years; that the Bridge was now a wreck, with 80 lives lost, and that the people of Canada would have to pay for both the old and the new structure, or a total of $12,000,000.

The Liberals told the story a little differently. According to their version the Quebec Bridge Company was formed in 1887, under Conservative auspices but with very little money paid in towards the Capital account. It was made use of by the Conservatives for election capital, and more than once was used as a lever to capture constituencies in the district of Quebec by the Conservative leaders. In 1896, however, Hon. Mr. Parent took a hand

in its organization and from that date it had gone ahead as an earnest enterprise for the benefit of all Canada. In the same year Sir Wilfrid Laurier promised to aid in the construction of the Bridge, providing the Company would subscribe one million dollars. This was immediately done and 10 per cent. of the newly-subscribed stock paid in, making the total amount of paid-up stock $263,700. A million dollar grant followed from the Government, and in 1903 an Act was passed by the Dominion Government guaranteeing the necessary issue of bonds for its construction. As to the second charge, of which much was made in a general way during the Elections, the Report of the Royal Commission of Inquiry presented to the House on Mch. 9, 1908, stated that there were errors in the design, loose supervision of the work, lack of a competent engineer, and that:

> The connection of the Government with the enterprise provided means for building the Bridge and final approval of plans rested with it but in no way did the Government exercise any check on the work itself, or any authority over the contractors. The administration of the contract and the disposition of the funds supplied by the Government were left entirely in control of the Quebec Bridge Company, subject to approval of the estimates by the Government Inspector; and except that the quantities of material were checked at Phœnixville by a clerk appointed by the Department of Railways and Canals, and an officer of that Department visited the Bridge in connection with the checking of estimates, there was no supervision on the part of the Government. By no act did the Government assume or exercise authority over the Phœnix Bridge Company nor did it intervene under the contract for the Bridge.

Further inquiry was made by a Committee of Parliament during the Session in June and it was estimated that the total loss through the collapse of the Bridge would be $1,800,000. Reports and minority Reports were presented to the House by this Committee on July 17th. The former made no political or general comments; the latter was specific in its statement of (Conservative) opinion and declared that the Government had ignored its duty of securing proper plans and adequate supervision; had trusted too fully the Quebec Bridge Company which was described as incompetent; had become liable for $6,300,000 of past expenditure or present debt; had not made proper inquiry into the ability of the Phœnix Bridge Company to perform its construction contract. A vigorous debate took place in the House on the receipt of these Reports and, it need hardly be said, the Conservatives made the most of the case during the ensuing elections in charging the Government with negligence, bad financing and general mismanagement.

In the House of Commons on Jan. 27 the proposal to build a Canal from Georgian Bay to Montreal was debated with favourable expressions from both sides of the House; on July 6th the Report of the Government Engineers appointed in regard to the project was presented and shewed an estimated cost of from $93,000,000

to $99,000,000. At the same time comparisons were made with the other project of deepening the Welland Canal or the alternative of building a new one of 25-foot depth which Hon. Mr. Pugsley stated in the House on Jan. 11th would cost about $25,000,000. Out of these discussions and pre-election references to their possibility grew some effective campaign influences.

Close of the Campaign and Triumph of the Government

As the end of the bitter contest approached speculation and prophecy as to the result naturally increased. Both parties were hopeful—the Liberals depending upon Quebec as a solid basis for success, the Conservatives expecting much from Ontario. There were a few desertions from the Liberal ranks including Mayor Morash of Lunenburg, N.S., Thomas Murray, ex-M.P., of Ottawa, Dr. A. N. Sherman of Athens, Ont., T. D. Robinson of Winnipeg, Thomas Doherty of Sarnia. In Regina J. B. Hawkes, ex-M.P.P., changed his Conservative colours. The newspaper changes were not many. In St. John the *Telegraph* and *Times* passed into Liberal hands; in Toronto the *News,* which had been nominally independent, came out straight for the Conservatives while the *World* was neutral instead of Conservative; in Beaverton the *Express* passed from the Liberal to the Conservative column and in Nelson, B.C., the *News* reversed that process; in Vancouver the *World* changed from Liberal to Conservative. As to estimates the Toronto *News* figured out a majority for Mr. Borden of 15 which included 61 Conservative seats in Ontario to 25 Liberal and the Toronto *World* quoted a Western Conservative estimate of 6 majority; but as a whole exact figures were not popular with the Opposition. J. S. Carstairs, the party organizer in Ontario, declared, however, on the verge of the election that they ought to have as large a majority in that Province, proportionately, as Sir James Whitney had recently won; Mr. Premier Roblin of Manitoba was characteristically optimistic and in the press on Sept. 11 predicted 127 Conservative seats out of 221; Sir Charles Tupper in an open letter to Sir Wilfrid Laurier and in British press interviews described the Liberal cause as a lost one; Mr. Borden gave the press this last message on the eve of the election: "Prospects in the Maritime Provinces point to a substantial majority on Monday. Our meetings in every constituency have been wonderful in point of attendance, interest, and enthusiasm. From all sides comes the same report, namely, 'This is 1878 over again.'"

As to the Liberals the Montreal *Herald* analyzed conditions on Oct. 21st and predicted a Liberal majority of 44; *Le Canada,* of Montreal, calculated a majority of 50 without the Yukon; the Toronto *Globe* expected a minimum of 39; Mr. F. G. Inwood, the Ontario Liberal organizer, very wisely and accurately expressed the belief on Oct. 24th that his party would have the same number of seats in that Province as before. In the latter days of the

contest several incidents occurred worthy of record. A meeting of English-born people in Brantford was held as a protest against some supposed slurs contained in Hon. W. J. Hanna's references to the Government's immigration policy and Sir Wilfrid Laurier was acclaimed in a Resolution as "the greatest statesman of the Edwardian reign"; some arrests took place in Winnipeg on Oct. 25th of men who were described on the one side as election crooks and on the other as respectable Liberal citizens; only two acclamations occurred on Oct. 19th—one being the Hon. L. P. Brodeur, Minister of Marine, in Rouville, P.Q., and W. F. Maclean in South York.

Mr. Maclean had taken little part in the contest and his paper had been quite neutral. In accepting re-nomination from a Conservative Convention on Sept. 26th he assumed a distinctly pro-Labour attitude, eulogized trade-unionism and criticized great aggregations of capital and power such as the modern Railway corporation, defended his recent support of a Labour candidate in London, and denounced the stock increases of the Canadian Pacific Railway. Public ownership was the keynote of the Convention, however, as it was of his speech and, according to *The Globe* report of the meeting, Mr. Maclean used the following language as to his personal position: "I'm a Conservative, but also a free man. I am one of those who have the temerity, I may call it, to look for new ideas and new things for my party's platform. Some think a Member of Parliament is a mere machine under the system. Maybe he is. The party system's all right, but I am not a machine." At Windsor on Oct. 14th Mr. J. A. Macdonald had criticized Mr. Maclean as being no more a Tory than he himself was—"he is a Radical and is more of a thorn in the side of the Conservative party than he is in our's." *The World* of Oct. 20 defined his policy as follows: "His platform is now well known to all who follow the course of Parliamentary affairs, comprising as its main planks public ownership and operation of all service and utility monopolies; the introduction of a two-cent mile rate on all Canadian railways, and that as a matter of public policy; the conservation and wise administration of all national resources; purity in political and electoral life and the independence and efficiency of the Civil Services of the country."

On Oct. 26th the votes were polled and resulted in a great disappointment to the Opposition, a signal success for the Liberals, a triumph which was largely a personal one for Sir Wilfrid Laurier. Ontario did not change although many constituencies did in a way which curiously balanced on the whole; New Brunswick was almost a sweep for Mr. Pugsley and his followers; Manitoba and British Columbia in the end went largely Conservative and changed materially from the figures of 1904; Quebec stood exactly as it was while Nova Scotia, in place of the Liberal sweep of 1904, gave Mr. Borden one-half its seats. Prince Edward

Island went Liberal with one exception. The comparative figures by Provinces were as follows—including the seven postponed elections of 1908—and a second table shews the popular vote:

Province.	1904. Lib.	1904. Cons.	1908. Lib.	1908. Cons.
Ontario	38	48	37	49
Quebec	54	11	54	11
Nova Scotia	18	0	12	6
New Brunswick	7	6	11	2
Prince Edward Island	1	3	3	1
Manitoba	6	4	2	8
Territories	8	2	..	..
Saskatchewan	..	..	9	1
Alberta	..	..	4	3
British Columbia	6	1	1	6
Yukon	0	1	1	0
Totals	138	76	134	87

Popular Vote by Provinces.*	Liberal.	Conservative.
Ontario	224,821	236,919
Quebec	158,393	129,364
Nova Scotia	48,434	47,615
New Brunswick	40,716	34,945
Prince Edward Island	14,496	14,286
Manitoba	28,196	34,890
British Columbia	7,634	11,302
Alberta	18,565	19,290
Saskatchewan	27,221	19,883
Totals	568,476	548,494

As a whole the Laurier Government came back with 19 seats less than in 1904 out of a total number of 221 compared with 214. The Conservatives rejoiced over some individual victories such as Mr. Borden's success in Halifax and increased gains in his own Province of Nova Scotia; in the defeat of Hon. W. Templeman in Victoria and the election of G. H. Barnard, K.C.; in the spectacular success of Mr. G. H. Cowan, K.C., at Vancouver where he turned a Liberal majority of 858 into a Conservative one of 1,582; in the electoral gains made through the Roblin Government's earnest support in Manitoba and the McBride Government's help in British Columbia; in the defeat of T. A. Burrows in Dauphin and the pulling down of Mr. Clifford Sifton's majority in Brandon to almost a vanishing point; in the marked reduction of the majorities of the Ministers from Ontario—Messrs. Aylesworth, Paterson, Graham and Murphy; in the election of a number of capable new men such as C. J. Doherty, K.C., in Montreal, T. W. Crothers, K.C., in West Elgin, Alex. Haggart, K.C., in Winnipeg, E. N.

*Note: Official figures, excepting British Columbia, which is made up from newspaper reports. For the comparative figures in the 1904 Elections see *Canadian Annual Review* for 1904, page 238.

Rhodes in Cumberland, N.S., C. A. Magrath in Alberta, J. D. Taylor in New Westminster, B.C.; in the triumphant re-election of Hon. George E. Foster in North Toronto.

The Liberals had much cause for satisfaction. They had defeated W. H. Bennett, G. W. Fowler and A. A. Lefurgey who had been associated in business affairs with Mr. Foster and who had been amongst the bitterest critics of the Government in the late Parliament; they had defeated leading Conservatives—past and present—such as W. F. Cockshutt, J. G. H. Bergeron, Hon. J. A. Ouimet, R. A. Pringle, K.C., Alex. McNeill, C. E. Tanner, K.C., A. B. Morine, K.C.; they not only had held Quebec solid but defeated the few candidates of Mr. Bourassa and the Nationalist-Conservative alliance who shewed themselves; they saw Hon. Mr. Pugsley win a signal success in New Brunswick caused in part, no doubt, by the unpopular road-tax of the Provincial Government and the plenitude of public works promised; they also obtained the accession of new blood and promising members of the coming Parliament such as Lloyd Harris from Brantford, F. L. Fowke from South Renfrew, C. A. Wilson, K.C., from Laval, Quebec, and Col. H. H. McLean from New Brunswick. L. J. Papineau came from Beauharnois to meet Mackenzie King, C.M.G., from North Waterloo—the former a grandson of the French-Canadian rebel leader of 1837, the latter a grandson of William Lyon Mackenzie, the Ontario leader of the Rebellion.

The elections which had been postponed for various reasons gave a divided result. In British Columbia two well-known Conservative speakers and Provincial public men carried seats by large majorities. Mr. A. S. Goodeve defeated Smith Curtis in Kootenay which W. A. Galliher (Lib.) had previously held and Mr. Martin Burrell in Yale-Cariboo defeated Duncan Ross, the active Liberal member of the previous Parliament. In both cases Socialists ran and polled a not inconsiderable vote. The Yukon election did not take place till Jan. 19th, 1909. Dr. Thompson, who had represented the Territory as first an Independent-Liberal and then a Conservative, had retired; Mr. F. T. Congdon, K.C., the one-time Commissioner and centre of many bitter partisan fights, was nominated by a local Liberal organization called "the Tabs"; Robert Lowe, for years a member of the Yukon Council, was the candidate of another Liberal body euphemistically and locally known as the "Steam-beers"; J. A. Clarke and Robert Black were the Conservative candidates. Mr. Congdon was elected by a very large majority. In Prince Albert, Sask., where hundreds of miles separated some of the polls, W. W. Rutan eventually defeated James McKay, K.C., the Conservative candidate who had vainly protested against a deferred election and had been expected by his party to carry the seat. The paramount Liberal issue in this contest was the Hudson's Bay Railway. The following were the successful candidates in Canada as a whole:

Constituency.	Province.	Candidate Elected.	Politics.
Algoma East	Ont.	William R. Smyth	Cons.
Algoma West	Ont.	Arthur C. Boyce	Cons.
Annapolis	N.S.	Samuel W. W. Pickup	Lib.
Antigonish	N.S.	William Chisholm	Lib.
Argenteuil	Que.	George H. Perley	Cons.
Assiniboia	Man.	John G. Turriff	Lib.
Bagot	Que.	Joseph E. Marcile	Lib.
Battleford	Sask.	A. Champagne	Lib.
Beauce	Que.	Henri S. Beland	Lib.
Beauharnois	Que.	Louis J. Papineau	Lib.
Bellechasse	Que.	O. E. Talbot	Lib.
Berthier	Que.	Arthur Ecremont	Lib.
Bonaventure	Que.	Charles Marcil	Lib.
Brandon	Man.	Hon. Clifford Sifton	Lib.
Brant	Ont.	Hon. William Paterson	Lib.
Brantford	Ont.	Lloyd Harris	Lib.
Brockville	Ont.	Hon. George P. Graham	Lib.
Brome	Que.	Hon. Sydney A. Fisher	Lib.
Bruce, North Riding	Ont.	John Tolmie	Lib.
Bruce, South Riding	Ont.	James J. Donnelly	Cons.
Calgary	Alta.	Maitland S. McCarthy	Cons.
Cape Breton North and Victoria	N.S.	Daniel D. McKenzie	Lib.
Cape Breton South	N.S.	J. W. Maddin	Cons.
Carleton	N.B.	Frank B. Carvell	Lib.
Carleton	Ont.	Robert L. Borden, K.C.	Cons.
Chambly and Vercheres	Que.	Victor Geoffrion	Lib.
Champlain	Que.	Pierre E. Blondin	Cons.
Charlevoix	Que.	Rodolphe Forget	Cons.
Charlotte	N.B.	William F. Todd	Lib.
Chateauguay	Que.	James P. Brown	Lib.
Chicoutimi and Saguenay	Que.	J. Girard	Ind.
Colchester	N.S.	John Stanfield	Cons.
Comox-Atlin	B.C.	William Sloan	Lib.
Compton	Que.	Aylmer B. Hunt	Lib.
Cumberland	N.S.	Edgar N. Rhodes	Cons.
Dauphin	Man.	Glen Campbell	Cons.
Digby	N.S.	Clarence Jameson	Cons.
Dorchester	Que.	Ernest Roy	Cons.
Drummond and Arthabaska	Que.	Louis Lavergne	Lib.
Dufferin	Ont.	John Barr	Cons.
Dundas	Ont.	Andrew Broder	Cons.
Durham	Ont.	Charles J. Thornton	Cons.
Edmonton	Alta.	Hon. Frank Oliver	Lib.
Elgin, East Riding	Ont.	David Marshall	Cons.
Elgin, West Riding	Ont.	Thomas W. Crothers	Cons.
Essex, North Riding	Ont.	Hon. R. F. Sutherland	Lib.
Essex, South Riding	Ont.	A. H. Clarke	Lib.
Frontenac	Ont.	John W. Edwards	Cons.
Gaspé	Que.	Hon. Rodolphe Lemieux	Lib.
Glengarry	Ont.	John A. McMillan	Lib.
Gloucester	N.B.	Onesiphore Turgeon	Lib.
Grenville	Ont.	John D. Reid	Cons.
Grey, East Riding	Ont.	Thomas F. Sproule	Cons.
Grey, North Riding	Ont.	William S. Middleboro	Cons.
Grey, South Riding	Ont.	Henry H. Miller	Lib.
Guysborough	N.S.	John H. Sinclair	Lib.
Haldimand	Ont.	Francis R. Lalor	Cons.
Halifax	N.S.	Robert L. Borden, K.C.	Cons.
Halifax	N.S.	Adam B. Crosby	Cons.
Halton	Ont.	David Henderson	Cons.
Hamilton East	Ont.	Samuel Barker	Cons.
Hamilton West	Ont.	Thomas J. Stewart	Cons.
Hants	N.S.	Judson B. Black	Lib.
Hastings East	Ont.	W. B. Northrup	Cons.

Constituency.	Province.	Candidate Elected.	Politics.
Hastings West	Ont.	E. Guss Porter	Cons.
Hochelaga	Que.	L. A. A. Rivet	Lib.
Humboldt	Sask.	D. B. Neely	Lib.
Huntingdon	Que.	J. A. Robb	Lib.
Huron, East Riding	Ont.	Thomas Chisholm	Cons.
Huron, South Riding	Ont.	Murdo Y. McLean	Lib.
Huron, West Riding	Ont.	Edward N. Lewis	Cons.
Inverness	N.S.	A. W. Chisholm	Lib.
Jacques-Cartier	Que.	Frederick D. Monk	Cons.
Joliette	Que.	Joseph A. Dubeau	Lib.
Kamouraska	Que.	Ernest Lapointe	Lib.
Kent	N.B.	Olivier J. LeBlanc	Lib.
Kent, East Riding	Ont.	David A. Gordon	Lib.
Kent, West Riding	Ont.	Archibald B. McCoig	Lib.
King's and Albert	N.B.	Duncan H. McAllister	Lib.
King's	N S.	Hon. Sir F. W. Borden	Lib.
King's	P.E.I.	Austin L. Fraser	Cons.
Kingston	Ont.	William Harty	Lib.
Kootenay	B.C.	Arthur S. Goodeve	Cons.
Labelle	Que.	Charles B. Major	Lib.
Lambton, East Riding	Ont.	Joseph E. Armstrong	Cons.
Lambton, West Riding	Ont.	Frederick F. Pardee	Lib.
Lanark, North Riding	Ont.	William Thoburn	Cons.
Lanark, South Riding	Ont.	Hon. John G. Haggart	Cons.
Laprairie-Napierville	Que.	Roch Lanctot	Lib.
L'Assomption	Que.	Paul A. Seguin	Lib.
Laval	Que.	Charles A. Wilson, K.C.	Lib.
Leeds	Ont.	George Taylor	Cons.
Lennox and Addington	Ont.	Uriah Wilson	Cons.
Lévis	Que.	Louis A. Carrier	Lib.
Lincoln	Ont.	Edward A. Lancaster	Cons.
Lisgar	Man.	William H. Sharpe	Cons.
L'Islet	Que.	Eugene Paquet	Cons.
London	Ont.	Thomas Beattie	Cons.
Lotbinière	Que.	Edmond Fortier	Lib.
Lunenburg	N.S.	Alexander K. Maclean	Lib.
Macdonald	Man.	William D. Staples	Cons.
Mackenzie	Sask.	E. L. Cash	Lib.
Macleod	Alta.	John Herron	Cons.
Maisonneuve	Que.	Alphonse Verville	Labour.
Marquette	Man.	William J. Roche	Cons.
Maskinonge	Que.	Hormisdas Mayrand	Lib.
Medicine Hat	Alta.	Charles A. Magrath	Cons.
Megantic	Que.	Francois T. Savoie	Lib.
Middlesex, East Riding	Ont.	Peter Elson	Cons.
Middlesex, North Riding	Ont.	Alexander W. Smith	Lib.
Middlesex, West Riding	Ont.	William S. Calvert	Lib.
Missisquoi	Que.	Daniel B. Meigs	Lib.
Montcalm	Que.	Francois O. Dugas	Lib.
Montmagny	Que.	Cyrius Roy	Lib.
Montmorency	Que.	Georges W. Parent	Lib.
Montreal, St. Anne	Que.	Charles J. Doherty, K.C.	Cons.
Montreal, St. Antoine	Que.	Herbert B. Ames	Cons.
Montreal, St. James	Que.	Honore Gervais	Lib.
Montreal, St. Lawrence	Que.	Robert Bickerdike	Lib.
Montreal, St. Mary	Que.	Médéric Martin	Lib.
Moose Jaw	Sask.	William E. Knowles	Lib.
Muskoka	Ont.	William Wright	Cons.
Nanaimo	B.C.	Ralph Smith	Lib-Lab.
New Westminster	B.C.	James D. Taylor	Cons.
Nicolet	Que.	Gustave A. Turcotte	Lib.
Nipissing	Ont.	George Gordon	Cons.
Norfolk	Ont.	Alexander McCall	Cons.
Northumberland	N.B.	William S. Loggie	Lib.

Constituency.	Province.	Candidate Elected.	Politics
Northumberland, East Riding	Ont.	Charles L. Owen	Cons.
Northumberland, West Riding	Ont.	John B. McColl	Lib.
Ontario, North Riding	Ont.	Samuel S. Sharpe	Cons.
Ontario, South Riding	Ont.	Frederick L. Fowke	Lib.
Ottawa City	Ont.	Rt. Hon. Sir W. Laurier	Lib.
		Harold B. McGiverin	Lib.
Oxford, North Riding	Ont.	Edward W. Nesbitt	Lib.
Oxford, South Riding	Ont.	Malcolm S. Schell	Lib.
Parry Sound	Ont.	James Arthurs	Cons.
Peel	Ont.	Richard Blain	Cons.
Perth, North Riding	Ont.	James P. Rankin	Lib.
Perth, South Riding	Ont.	Gilbert H. McIntyre	Lib.
Peterborough, East Riding	Ont.	John A. Sexsmith	Cons.
Peterborough, West Riding	Ont.	James R. Stratton	Lib.
Pictou	N.S.	Edward M. Macdonald	Lib.
Pontiac	Que.	George F. Hodgins	Lib.
Portage la Prairie	Man.	Arthur Meighen	Cons.
Portneuf	Que.	Michel S. Delisle	Lib.
Prescott	Ont.	Edmond Proulx	Lib.
Prince Albert	Sask.	William W. Rutan	Lib.
Prince	P.E.I.	James W. Richards	Lib.
Prince Edward	Ont.	Morley Currie	Lib.
Provencher	Man.	John P. Molloy	Lib.
Qu'Appelle	Sask.	Richard S. Lake	Cons.
Quebec, Centre	Que.	Arthur Lachance	Lib.
Quebec, East	Que.	Rt. Hon. Sir W. Laurier	Lib.
Quebec, West	Que.	William Price	Cons.
Quebec, County	Que.	Joseph P. Turcotte	Lib.
Queen's	P.E.I.	Lemuel E. Prowse	Lib.
		Alex. B. Warburton	Lib.
Red Deer	Alta.	Michael Clark	Lib.
Regina	Alta.	William M. Martin	Lib.
Renfrew, North Riding	Ont.	Gerald V. White	Cons.
Renfrew, South Riding	Ont.	Thomas A. Low	Lib.
Restigouche	Que.	James Reid	Lib.
Richelieu	Que.	Adelard Lanctot	Lib.
Richmond	N.S.	George W. Kyte	Lib.
Richmond and Wolfe	Que.	Edmund W. Tobin	Lib.
Rimouski	Que.	Jean A. Ross	Lib.
Rouville	Ont.	Hon. L. P. Brodeur	Lib.
Russell	Ont.	Hon. Charles Murphy	Lib.
St. Hyacinthe	Que.	A. M. Beauparlant	Lib.
St. John, City	N.B.	John W. Daniel	Cons.
St. John, City and County	N.B.	Hon. William Pugsley	Lib.
St. John and Iberville	Que.	Marie J. Demers	Lib.
Saltcoats	Sask.	Thomas MacNutt	Lib.
Saskatoon	Sask.	George E. McCraney	Lib.
Selkirk	Man.	George H. Bradbury	Cons.
Shefford	Que.	Henry E. Allen	Lib.
Shelburne and Queen's	N.S.	Hon. William S. Fielding	Lib.
Sherbrooke	Que.	Arthur N. Worthington	Cons.
Simcoe, East Riding	Ont.	Manley Chew	Lib.
Simcoe, North Riding	Ont.	John A. Currie	Cons.
Simcoe, South Riding	Ont.	Haughton Lennox	Cons.
Soulanges	Que.	Joseph A. Lortie	Cons.
Souris	Man.	Frederick L. Schaffner	Cons.
Stanstead	Que.	Charles H. Lovell	Lib.
Stormont	Ont.	Robert Smith	Lib.
Strathcona	Alta.	Wilbert McIntyre	Lib.
Sunbury and Queen's	N.B.	Hugh H. McLean	Lib.
Temiscouata	Que.	Charles A. Gauvreau	Lib.
Terrebonne	Que.	Wilfrid B. Nantel	Cons.
Three Rivers and St. Maurice	Que.	Hon. Jacques Burcau	Lib.
Thunder Bay and Rainy River	Ont	James Conmee	Lib.

Constituency.	Province.	Candidate Elected.	Politics.
Toronto, Centre	Ont.	Edmund Bristol, K.C.	Cons.
Toronto, East	Ont.	Joseph Russell	Cons.
Toronto, South	Ont.	Angus C. Macdonell, K.C.	Cons.
Toronto, West	Ont.	Edmund B. Osler	Cons.
Toronto, North	Ont.	Hon. George E. Foster	Cons.
Two Mountains	Que.	J. A. C. Ethier	Lib.
Vancouver, City	B.C.	George H. Cowan, K.C.	Cons.
Vaudreuil	Que.	Gustave Boyer	Lib.
Victoria	Alta.	William H. White	Lib.
Victoria, City	B.C.	George H. Barnard, K.C.	Cons.
Victoria	N.B.	Pius Michaud	Lib.
Victoria and Haliburton	Ont.	Samuel Hughes	Cons.
Waterloo, North Riding	Ont.	W. L. Mackenzie King	Lib.
Waterloo, South Riding	Ont.	George A. Clare	Cons.
Welland	Ont.	William M. German	Lib.
Wellington, North Riding	Ont.	Alexander M. Martin	Lib.
Wellington, South Riding	Ont.	Hugh Guthrie, K.C.	Lib.
Wentworth	Ont.	William O. Sealey	Lib.
Westmoreland	N.B.	Hon. Henry R. Emmerson	Lib.
Winnipeg	Man.	Alexander Haggart, K.C.	Cons.
Wright	Que.	Emmanuel B. Devlin	Lib.
Yale-Cariboo	B.C.	Martin Burrell	Cons.
Yamaska	Que.	J. E. O. Gladu	Lib.
Yarmouth	N.S.	Bowman B. Law	Lib.
York	N.B.	Oswald S. Crocket	Cons.
York, Centre Riding	Ont.	Thomas G. Wallace	Cons.
York, North Riding	Ont.	Hon. Allen B. Aylesworth	Lib.
York, South Riding	Ont.	William F. Maclean	Cons
Yukon Territory	Yukon	F. T. Congdon, K.C.	Lib.

Some further incidents of the contest or its immediate aftermath must be recorded. What was called the Hocken pamphlet—a republication of the *Orange Sentinel* Editorial entitled "The Duty of the Hour," and which called upon all Orangemen to support the Conservative candidates—was a considerable factor in the result through alienation of the Catholic vote in constituencies of uncertain character. Its distribution by Liberals in Prince Edward Island on the Sunday afternoon before the election day probably caused the Conservative loss of two seats there; it was claimed to have defeated Mr. Brabazon in Wright and Mr. Mackay in South Renfrew and to have had considerable effect in Ottawa. It does not appear to have been translated into French but extracts in Quebec newspapers no doubt did their work. Conservatives could not have gained much by its friendly circulation as seven-eighths of the Orangemen were probably members of that party. Mr. Clifford Sifton was asked by the Toronto *Star* as to the cause of the change in Manitoba and replied on Oct. 28th as follows: "Stuffed voters' lists were the principal cause of the adverse result in Winnipeg and Brandon. Other sinister influences were at work, not necessary to mention at present."

On the same day Hon. T. Mayne Daly, who had come within a few votes of defeating Mr. Sifton, was given a public welcome in Winnipeg and later on he was re-appointed to his position of Police Magistrate. The Hon. Walter Scott, after his campaigning in British Columbia, told the Winnipeg press on Nov. 17th that

the sole issues there were the Japanese and "Better Terms" questions. "It is impossible to imagine Sir John Macdonald suggesting hostile action against a Foreign nation in alliance with Great Britain. It is equally difficult to harmonize the Imperialistic principles which Mr. Borden claims to hold with the disregard for Imperial interests involved in his stand on the Japanese immigration question. Disloyalty is not a term to be used lightly but the Conservative leader's position, as taken by himself in British Columbia in 1907, and as presented by his British Columbia candidates in the recent campaign, certainly cannot be truly characterized as one of loyalty to the interests of the Empire. It is no secret that the Home authorities urged the Canadian Government to guard against any action calculated to give offence to Japan. Because he did not refuse to respect the wish of the Imperial Government in the matter Sir Wilfrid Laurier is condemned by British Columbia." To this Mr. W. R. Ross, M.P.P., of Fernie, replied on the following day with the statement that all the Conservative party wanted was the same immigration arrangements against the Japanese as Australia, New Zealand and Natal now had; that the Dominion Government was responsible for the present policy and that an Oriental population of 40,000 was now settled in British Columbia.

As against the Liberal distribution of the Hocken pamphlet it was claimed by that party that free Conservative use was made of the Calgary *Eye-Opener* and its unpleasant personalities. What of the press comments? Outside of the ordinary party statements on either side there were some notable ones. The Toronto *Telegram* of Oct. 27 described the result as a race and creed stampede to Laurier and on Dec. 5th claimed that by not leading a vigorous campaign against Separate Catholic Schools and by catering to Quebec Mr. Borden had lost 17 seats in Ontario and 19 elsewhere; the Toronto *News* of Nov. 2nd summarized the causes of Conservative defeat as follows: "There was Race influence. There was Corporation coercion. There was prodigal distribution of money. Public appropriations were dangled before a hundred constituencies with frank and unblushing indecency. The campaign fund of the Government was at least a million dollars. Tens of millions were pledged in public buildings, in railway aid, in harbour improvements and in other forms of Government *largesse.*" The Toronto *World* (Ind.-Conservative) thought the moral for both parties was one of re-organization and reconstruction. The Montreal *Star* (Ind.-Cons.) maintained its attitude of protest against Sir F. Borden and Mr. Foster and demanded a "full, free and open trial" of the election charges against Mr. Pugsley. The Toronto *Star* (Lib.) stated that "it would be a great mistake to interpret the Liberal victory as a declaration that the rank and file of the Liberal party are not sensitive about the charges of graft that have been made in the last year. What the Liberal electors

have said is that they believe Sir Wilfrid Laurier and his colleagues to be honest and public-spirited men who have no sympathy with the practices that have been charged, and who will make reforms wherever they are necessary. They have not condoned any wrong-doing."

In Quebec Province *L'Evenement* (Cons.) described the result as due to campaign fund expenditure and Sir Wilfrid Laurier's appeal to French-Canadian sentiment; *La Presse* (Lib.) had expected the result, except in Ontario where it had feared the "aggressive, intolerant, and prolific appeals to passion" by the Tories; *La Patrie* (Lib.) agreed with its contemporary in thinking the personality of the Premier had much to do with his victory; *Le Canadien* (Cons.) declared that "if Mr. Borden was less successful in Ontario than Sir James Whitney, it was because the men of the *Telegram* and the *Orange Sentinel* prevented him from getting the support of the French-Canadians and Roman Catholics of that Province. Mr. Borden, who is not a fanatic by any means, was the victim of the ultra Tories and of the men who despise us." In the December issue of the *University Magazine* Dr. Andrew Macphail, its Editor, had a study of the Elections in which he described Mr. Borden's public ownership tendencies as hurting him in some quarters and his lack of able colleagues in party leadership as affecting his *prestige* in the country as a whole. The chief causes of Liberal success were defined as Sir Wilfrid Laurier's masterly leadership, a Liberal programme and performance big enough to appeal to the popular imagination and the "picayune campaign" of the Opposition.

Following the close of the contest a large number of protests were fyled by both parties and in 65 constituencies—four by Liberals and four by Conservatives in Ontario, 11 by Liberals and 24 by Conservatives in Quebec, 7 by Liberals and 1 by Conservatives in Manitoba, 1 by each party in British Columbia, 1 by Conservatives in Saskatchewan, 3 by each party in Alberta, 2 by each in New Brunswick, 1 by Conservatives in Prince Edward Island. In all 28 Conservative seats were protested for the usual cause of bribery or corruption and 37 Liberal seats. It is probable that only a few of these were expected to really go to trial and a number of intended protests as well as many of those fyled were afterwards "sawed-off," as the popular phrase had it. In these cases the party managers in the different Provinces agreed not to press certain protests if specified ones on the other side were withdrawn. In other cases the requisite $1,000 was not deposited by the person or party presenting the petition and the protest would, of course, lapse. The matter would have otherwise involved the arranging of large party funds. Amongst the Ministers whose seats were protested was Sir Wilfrid Laurier in Ottawa, Mr. Oliver in Edmonton, Mr. Pugsley in St. John, Mr. Fisher in Brome, Mr. Brodeur and Mr. Lemieux.

There was a good deal of press criticism regarding the "saw-offs" as indicating an absence of principle and a cynical disregard of public opinion. The Toronto *News* offered the following excuse for the Opposition (Dec. 10) and it throws light upon the situation generally:

> In order to enter protests and counter-protests in the constituencies of Ontario alone a fund of from $75,000 to $100,000 would be needed. Where and how could such an amount be raised by an Opposition? It is understood that the Conservative managers were made to understand that, if they began a war of protests, every Conservative seat in this Province would be contested. This would mean an enormous expense to Conservative members, even if few were unseated. An election trial costs from $5,000 to $8,000. In order, therefore, to secure a thorough investigation into the conduct of elections in Ontario under the present system the Opposition would have had to raise from $200,000 to $300,000. Again, even when a protest has been entered and brought to trial, the Courts have not encouraged any general exposure of corruption. A petty technicality, the hiring of a conveyance, or a single improper expenditure, will void a closely-contested election. As soon as one or two such cases are established the seat is declared vacant, and the investigation terminates.

Minor incidents which must be mentioned include the varied charges of corruption, personation, wholesale liquor-drinking, fraudulent polls, repeated voting by the one person, etc., in the Port Arthur election where Mr. James Conmee (Lib.) had carried the seat; the trial of D. McGillicuddy, of the Calgary *News,* for libelling Edwards of the notorious *Eye-Opener* and his sentence to pay $100 fine with Mr. Justice Beck's severe remarks about the plaintiff and his paper; the similar case against W. M. Carruthers of Kentville, N.S., charged by Sir F. Borden with circulating this paper in the latter's constituency and the sending of the matter to the Supreme Court; a large number of libel suits, in addition to Mr. Foster's, of which the most interesting were Mr. R. H. Pope's action against a paper in Montreal for calling him an "Orange fanatic" and the trial of Mr. J. W. Dafoe of the Winnipeg *Free Press,* which resulted in acquittal, for criminal libel in describing a local Conservative as the ring-leader in the rowdyism at Mr. Sifton's Winnipeg meeting; the widespread British Columbia discussion over Mr. Templeman's defeat and his expected retirement from the Government. Papers of both parties expressed regret at this latter possibility and Conservatives vied with Liberals in deploring the loss of Cabinet representation for the Province at Ottawa. Had the protest against Mr. Barnard been pressed and resulted in his being unseated the Conservatives would probably have been defeated in Victoria; as it was various tributes were paid to Mr. Templeman where a few weeks before he certainly did not find any—notably in the Vancouver *Province* and the Vancouver *News-Advertiser.* Many suggestions were made as to saving the situation for the Minister and eventually, early in 1909, Mr. Sloan made way in Comox-Atlin and Mr. Templeman was returned by acclamation.

III—THE QUEBEC TERCENTENARY.

Origin and Objects of the Quebec Tercentenary

The most conspicuous event in the record of Canada during 1908 was the celebration on July 20-31 of the founding of the City of Quebec in 1608 by Samuel de Champlain—the 300th anniversary of the birthday of Canada. There were two distinct currents of thought and action in the inception of the project; afterwards they ran together in a stream of signal success. On Feb. 12, 1907, a large and influential delegation from Quebec headed by J. George Garneau, Mayor of the City, and including Hon. Adelard Turgeon, W. Power, M.P., and other representative citizens, waited upon Sir Wilfrid Laurier at Ottawa and submitted a plan for celebrating the Tercentenary of Quebec's foundation by a national and international demonstration, with formal honours to the memory of Champlain, the inauguration of a monument to Bishop de Laval and tournaments and sports on land and water. The Dominion Government was asked for $100,000, that of Quebec Province and of Quebec City for $50,000 each. The Premier indicated his approval of the idea but nothing more definite at the moment. Ultimately large grants were made and subscriptions received and an imposing General Committee formed with Mr. Mayor Garneau as Chairman and Hon. A. Turgeon, William Power, M.P., and Lieut.-Colonel William Wood as Vice-Chairmen; Thomas McDougall, Treasurer; H. J. J. B. Chouinard, General Secretary, with E. T. D. Chambers and Dr. A. Lessard as Joint Secretaries; P. B. Dumoulin, Hon. Thomas Chapais, M.L.C., R. P. Lemay, Lieut.-Col. W. J. Ray, Jules Hone, Jr., G. A. Vandry and Joseph Vezina as members of the Executive.

Meanwhile, a movement had been initiated by H.E., Earl Grey to combine with this celebration the plan for a national acquisition of the Plains of Abraham and the scene of the Battle of Ste. Foye and establishment as a National Park. The idea itself appears to have originated in an article by Mr. H. J. J. B. Chouinard in the Quebec *Telegraph* of Dec. 24th, 1904, and to have received the early and active support of Mayor Garneau and an advisory Committee which he appointed in September, 1906, composed of Chief Justice F. Langelier, E. Taché, I.S.O., Deputy Minister of Crown Lands, and Colonel W. Wood. It reported on Dec. 22nd of that year recommending the plan which Lord Grey first publicly urged at the Women's Canadian Club luncheon in Montreal on Dec. 16, 1907—coupled with the idea of a colossal statue on the Heights of Quebec typifying the Angel of Peace, and followed by a cable message from His Majesty the King

approving the project and contributing 100 guineas toward its consummation. Early in 1908 the Governor-General obtained the co-operation of the Canadian Clubs at a public meeting held in Ottawa on Jan. 15th. With this promised support came speeches from Sir Wilfrid Laurier and Mr. R. L. Borden, Senator Dandurand, Speaker of the Senate, and Mr. Charles Marcil, Deputy Speaker of the Commons, warmly approving the idea. Lord Grey's reference, in the following terms, to the nature and objects of the plan indicated the historical situation very clearly:

> The immortal associations which cling around the Battlefields of Quebec are the precious inheritance of Englishmen, Scotchmen, Irishmen and Frenchmen. They contain enough and more than enough to feed and stimulate the national pride of all, no matter whether they be of British or French descent. There is another aspect from which the Battlefields of Quebec should be specially dear to you. It was there that French and British parentage gave birth to the Canadian nation. To-day the inhabitants of the Dominion are neither English nor French. They stand before the world, not as English or French, but as Canadian. It is from the inspiring standpoint of Canadian nationality that the proposal to celebrate the three hundredth birthday of Canada, by the nationalization of the famous Battlefields of Quebec, should win the enthusiastic support of every patriotic Canadian. If we regard the question sectionally I would ask where is the well-informed Briton to be found, no matter in what part of the Empire he may reside, who has not a personal interest in the Plains of Abraham where the corner stone of Greater Britain was laid? I might say the same of every well-informed American. It is known that the Battlefield of 1759 was the parchment on which in 1775 the Declaration of Independence was inscribed. If the Battle of the Plains decided the fate of North America, it was equally certain that the Battle of Ste. Foye won for the French-Canadians the secure enjoyment of their language, their religion, and their laws.

In the one battle the English under Wolfe defeated the French under Montcalm; in the other the French under Lévis defeated the English under Murray. Thus any question of rival sentiment was met and, in the result, met most successfully. A Quebec Battlefields Association had been formed in the meantime with Lord Grey as Patron, Sir Wilfrid Laurier as Vice-Patron, Sir Louis Jetté, Lieutenant-Governor of Quebec, as President and a Committee composed of Mayor Garneau, Mr. Justice H. G. Carroll, Hon. Thomas Chapais, M.L.C., Hon. R. Turner, M.L.C., Mgr. O. E. Mathieu, C.M.G., Hon. Charles Langelier, Sheriff of Quebec, Col. J. T. Turnbull (Treasurer), W. Molson Macpherson, Lieut.-Col. W. Wood, W. M. Dobell, E. G. Joly de Lotbinière, with Major G. F. Gibson and Charles Frémont as Joint Honorary Secretaries. The Association was to have no financial connection with the Tercentenary celebrations or Pageants, it was to form branches wherever possible, and its sole object was the obtaining of funds to purchase and create the National Battlefields Park. As first and formally enunciated by the Governor-General the completed plans were to include (1) the commemoration of the Battles; (2) the removal of the gaol and Ross Rifle factory from the scene

of the famous incidents; (3) the construction of a broad seven-mile driveway along the cliff over-hanging the St. Lawrence; (4) the purchase of certain additional and necessary lands; (5) the construction of a fire-proof Museum for the preservation of Canadian relics and early records; (6) the erection of a colossal Angel of Peace on the Quebec promontory.

Support came from many directions. On Jan. 6th the Lieut.-Governor of Nova Scotia (Mr. D. C. Fraser) made a public appeal in his Province for aid; on the 16th the National Trades and Labour Council of Ottawa endorsed the proposal; on Feb. 20th a Battlefield's Association was organized in Ottawa to help the project with Major-General Lord Aylmer as President; on Jan. 25 Mgr. Sbaretti, Papal Delegate in Canada, wrote Lord Grey heartily endorsing the proposal, reviewing the debt of Canadian Catholics to British rule and declaring that "the Canadian hierarchy and the Catholic people have on many solemn occasions and in no equivocal manner, by word and deed, shewn how much they appreciate this recognition and guarantee of their rights. The National Park will be a perpetual reminder to future generations of their debt of gratitude and loyalty to the British Crown." On Mch. 3rd Sir Wilfrid Laurier moved in the House of Commons the 2nd reading of a Bill providing for the appropriation of $300,000 with a view to aiding in the celebration of the Tercentenary and for the appointment of a Commission to acquire and preserve the Battlefields of Quebec. "It is our good fortune," said Sir Wilfrid, "that we in this House and country, the descendants of those who there fought and bled and died, can recall those events in no other spirit than one of fraternity, and we can all worship the heroes of our respective races in the common pride that all did their duty and did it in the fullest possible measure. Our object is to consecrate that ground, to reclaim it, to redeem, as far as we can, the errors of the past, and to set that ground aside as an object lesson for ourselves and our descendants. And our immediate object is to have a grand celebration or dedication."

A National Battlefields Commission was to be constituted (afterwards gazetted on March 21) with J. George Garneau, Mayor of Quebec, as Chairman and Senator Sir George Drummond, K.C.M.G., of Montreal, the Hon. Adélard Turgeon, C.M.G., Minister of Crown Lands, Quebec, Colonel George T. Denison of Toronto, and Mr. Byron E. Walker, LL.D., of Toronto, as members. Any British Government or Canadian Province contributing $100,000 to the Fund would have a special representative on the Commission. The Province of Quebec would, he understood, contribute this amount and the City of Quebec $50,000, but there were no other positive promises as yet. The Commission would have full power to make plans and expend moneys but the purchase of lands and construction of buildings must be subject to the assent of Parliament. The Premier also read a letter from

Sir John George Garneau.

Mayor of Quebec and Chairman of the National Battlefields Commission. Knighted in honour of the Quebec Tercentenary, 1908.

The Hon. Sir Charles A. P. Pelletier, K.C.M.G., K.C.

Appointed Lieutenant-Governor of Quebec, 1908.

the Governor-General stating that H.R.H. the Prince of Wales, escorted by the Atlantic Fleet, would take part in the celebrations. The Bill passed the Commons on Mch. 6th with a division of 90 to 11—the latter all Conservatives and including G. O. Alcorn, John Barr, R. Blain, P. Christie, D. Henderson, John Herron, W. Jackson, F. R. Lalor, W. D. Staples, C. L. Owen, and U. Wilson. Later, on July 18, and in accordance with pressing representations from the Battlefields Commission that certain lands must be acquired at once, Sir Wilfrid Laurier introduced and carried an amendment to the Act giving the power of purchase to that body, subject to approval by the Governor-in-Council.

The Commission had commenced its work immediately after appointment with an estimated cost in the buying of necessary ground, removing incongruous buildings, making the requisite avenues, erecting a suitable Museum, and marking the historic sites with monuments or tablets, totalling about $2,000,000. The work of raising the money was also started with H. J. J. B. Chouinard as Secretary and J. M. Courtney, C.M.G., as Hon. Treasurer of the Fund. The Hon. L. A. Taschereau from Quebec, and Hon. John S. Hendrie from Ontario, were appointed to the Commission as additional members owing to the $100,000 contributions of their Provinces. Lord Grey won instant and warm co-operation in England for the scheme; the school-children of the Dominion became interested and collected considerable amounts —notably in Montreal and Toronto; several branches of the Quebec Battlefields Association were formed—in Montreal with Mrs. R. Wilson Reford as Convener, in Calgary with Col. S. B. Steele, C.B., as President, in Toronto with Mayor Joseph Oliver as Chairman, in St. John with Mayor T. H. Bullock as Chairman; the Daughters of the Empire and some Canadian Clubs—notably in Montreal, Winnipeg and Edmonton—joined in the work of collection. As a matter of record a few of the more important Canadian subscriptions are given below:

His Majesty The King	$525	Canadian Bank of Commerce	$10,000
H.R.H. The Prince of Wales	262	Lieut.-Governor Dunsmuir	500
Quebec Government	100,000	Cawthra Mulock	1,000
Ontario Government	100,000	University of Toronto Faculties	572
Manitoba Government	10,000	Byron E. Walker	1,000
Alberta Government	10,000	The Massey-Harris Company	5,000
New Brunswick Government	7,500	Merchants Bank of Canada	2,500
British Columbia Government	10,000	City of Westmount	1,000
Nova Scotia Government	10,000	Gutta Percha Rubber Co.	1,000
Sir George Drummond	2,500	Daughters of the Empire, Toronto	2,480
H. E., Earl Grey	1,000	W. G. Trethewey	500
Hugh Graham	1,000	Canadian Club, Edmonton	500
Sir W. C. Van Horne	1,000	Quebec Battlefields Assoc'n	3,000
R. Wilson Reford	500	Grand Trunk Railway Co.	5,000
E. B. Osler, M.P.	1,000	Hon. G. A. Cox	1,000
Sir W. C. Macdonald	525	Senator and Mrs. Mackay	500
City of Toronto	50,000	Major G. W. Stephens	1,000
A. Baumgarten	500		
John C. Eaton	1,000		

Ottawa Battlefields Association	$5,800
Daughters of the Empire, Ottawa	770
Bell Telephone Company	1,000
Bank of British North America	2,500
Mackenzie, Mann & Company	3,000
William Mackenzie	1,000
City of Ottawa	1,000
John Manuel	1,000
Garrison at Halifax	427
W. C. Edwards & Co.	500
J. R. Booth	500
Imperial Tobacco Co	1,000
Winnipeg Canadian Club	1,000
Women's Canadian Club, Winnipeg	$1,084
Canadian Pacific Railway Co.	10,000
Bank of Montreal	10,000
Hudson's Bay Company	5,000
Robert Meighen	250
Edward S. Clouston	250
Lady Reid	250
Beardmore & Co.	250
Sir H. M. Allan	250
Sir J. R. Gowan	300
Canadian Club, Montreal	250
A. R. Macdonell	250
T. L. Willson	250
Hon. Clifford Sifton	250
Sir Wilfrid Laurier	200

In Great Britain immediate and enthusiastic attention had been given to the movement. As the result of a meeting held in the Mansion House, London, on Apl. 14, it was resolved to collect a Fund for aiding the proposed memorial in Canada to Wolfe and Montcalm. An Executive Committee was appointed composed of Lord Midleton (Chairman), Sir J. C. Bell, Lord Mayor of London, Lords Roberts, Strathcona, Mount Stephen, Stanley, Graham and Howick, Sir Edward Hutton, J. St. Loe Strachey, Dr. G. R. Parkin, Thomas Skinner, A. M. Grenfell (Hon. Secretary) and John Buchan (Hon. Secretary). The General Committee comprised a large number of noblemen and gentlemen. A public meeting was held on May 15 addressed by Prince Arthur of Connaught, the Earl of Crewe, Lord Roberts, the Bishop of London and others. Some of the larger British subscriptions to this Fund—totalling on July 1st over $32,000—were as follows:

H.R.H. The Princess Louise	$100
H.R.H. The Duke of Connaught	125
Lord Strathcona	1,000
Lord Mount Stephen	1,000
London Stock Exchange	2,600
The Drapers Company	525
Daily Mail	500
Daily Telegraph	500
Goldsmith's Hall	500
A. M. Grenfell	500
Lord Iveagh	500
Duke of Portland	500
N. M. Rothschild & Co.	500
Wernher, Beit & Co.	500
Lord Curzon of Kedleston	$250
Duke of Sutherland	250
The Hon. E. Wood	250
Oxfordshire Regiment	230
Miss Violet Markham	500
The Hon. W. F. Smith	250
The Lady Wantage	250
The Earl of Rosebery	250
Sir Andrew Noble	525
Sir John and Lady Gilmore	500
The Boys of Harrow School	315
The Boys of Eton College	545
Walter Morrison	500
Sir Peter Coats	500
Lord Northcote	250

Lord Salisbury, Lord Lansdowne, the Earl of Derby, the Earl of Aberdeen, the Earl of Minto, Lord Midleton, Lord Airedale, Albert Brassey, Sir R. W. Perks, the Duke of Devonshire, Sir Edward Sassoon, Lord Tweedmouth, Lord Crewe, Lord Pirrie, Lord Loreburn, and Lord Durham, gave from $100 to $125. Peers numbering 120 contributed $10,000 in all; various Regiments sent small sums direct to Earl Grey totalling $1,700; 280 mem-

bers of the House of Commons also subscribed. Various meetings were held to advance the project including one at Oxford University, on June 12, addressed by Dr. G. R. Parkin; the *Telegraph* and the *Times* were particularly expressive in their praise of the project while the press as a whole gave pronounced support. Incidents of the earlier part of the year bearing on this subject were many and important. In the British press there were frequent compliments to Lord Grey for his tact and capacity in carrying the plan forward; in Canada there were a number of able addresses delivered upon special occasions dealing with the Battlefields and their meaning to Canada—notably by Hon. R. F. Sutherland, Mr. B. E. Walker, Mr. Mackenzie King, the Hon. G. W. Ross, and William Whyte. A notable article upon the subject was contributed to the *Standard of Empire* by Hon. Rodolphe Lemieux on June 20th which he concluded as follows: "It is much more than one hundred years since the last battle was fought at or around Quebec. There is in these Battlefields no legacy of sadness or bitterness to this generation. The two races of Canada have long since joined hand in hand in working out the great destiny of their common country. Americans and Canadians, too, are regarding each other from either side of the boundary line with ever-growing good-will and fraternal feeling. The British Empire is becoming more and more a mighty instrument for peace. Let the setting apart of the Quebec Battlefields, then, become a seal upon a compact making peace for all time between the nations whose dead lie buried there. The compact need not be the less real because it may remain unwritten."

Other articles, specially written, by J. F. Watters, LL.D., Prof. E. E. Prince, Chester Martin, Wilfred Campbell and C. F. Hamilton were widely published. Commemoration postage stamps were issued and Dr. H. J. Morgan drew attention in the press to the fact that the author of the famous epitaph on the Wolfe-Montcalm monument—"Valour gave them a common death, history a common fame, posterity a common monument"—was J. C. Fisher, an Englishman and Editor of the Quebec *Gazette*. An interesting statement was made in the Senate by Hon. R. W. Scott on May 20th to the effect that there was "an unwritten law, but one which had never been broken, that a Governor-General should not visit Canada after his term had expired." The reason given was the matter of precedence and for this reason, added the Minister, the Government had not invited former Governors-General to the Celebration. During this month a message was made public from Pope Pius X., transmitted by Mgr. Merry del Val, to the Canadian hierarchy—commending the proposed celebration of Champlain's action, eulogizing the work of Francois de Laval, and praising the religious spirit of the Canadian people.

The final event did not take place without some criticism, some hostile feeling, a certain amount of opposition. The total

was, however, very small in comparison with the general sentiment. It found expression in Mr. Armand Lavergne's speech in the Commons on Mch. 5th when he declared that Champlain and the French were being ignored, that the Tercentenary was to be a glorification of English victory, that the $5,000 a week pay-roll of the Ross Rifle factory was more important than the statue of an Angel of Peace, that most certainly the other Colonies should have no control over the celebration, that in any case it should be entirely and emphatically Canadian. Arguments were presented to the public—notably by the Calgary *Herald* and Huntingdon *Gleaner* and Orange *Sentinel*—that the Battle of Ste. Foye was not a serious affair and was a very doubtful French victory. A tendency was visible in some quarters, but was ultimately checked, to isolate the Champlain ceremonies from the rest of the Celebration and to divide it into separate French and English demonstrations. Some newspaper correspondents complained that the wife of Champlain was being neglected in the French-Canadian press because she was a Huguenot! *Le Nationaliste,* on July 26, had a characteristic open letter to the Prince of Wales telling him that the whole demonstration at Quebec was an Imperialistic festivity which did not represent French Canada. "The French-Canadians with whom you have spoken, and those whom you have decorated, reflect in no possible manner the sentiment and character of their fellow-citizens. Thank God, we are better than they. If, in fact, all the French-Canadians were like them you would have been in the right in supposing that we possessed so little dignity as to be satisfied with Lord Grey's Imperial masquerade. If we were really like those people we would indeed be ripe for the grave and this demonstration would be nothing more or less than our funeral." These objections, however, were exceptional so far as any public expression was concerned.

The Pageants, the Militia and the Celebrations

The Royal visit, the presence of British and French and United States war-ships, the Imperial and international side of the event, did much to make the Tercentenary a spectacular success and a remarkable incident in history; but the first matters requiring record here are those of a purely national and local import. Pageants of the kind evolved for a commemoration of the foundation of Canada were not new in idea though they were certainly unique in the splendid panorama here provided by nature, in the brilliant and picturesque period chosen for presentation, in the remarkable gathering together of international representatives and naval and military display, in the combination of historic pageant with actual state ceremonial, in the presentation of past power and present greatness side by side. Mr. Frank Lascelles, who possessed much experience in handling English pageants, was put in full charge of the Quebec event and its 4,000 performers as Master of the Pageants and he produced a wonderfully successful and spec-

tacular result. The programme and general performance of these pageants (July 24, 25, 27, 29, 31) was as follows:

1st Pageant (1535). The Village of Stadacona and Indian festivities. Jacques Cartier plants a cross on the bank of the River. The Gardens of Fontainebleau and Jacques Cartier at the Court of Francis I.

2nd Pageant (1608). The Louvre. Champlain receives his commission from Henri IV. Madame de Champlain comes to Quebec.

3rd Pageant (1639). Arrival of the Hospitalieres and Ursuline Nuns. Welcome by the Governor, Hault de Montmagny, Knight of Malta. Marie de l'Incarnation and the Indian children.

4th Pageant (1660). Dollard des Ormeaux and his companions in arms at the Longue Sault. Battle with the Iroquois.

5th Pageant (1665). Mgr. de Laval ceremonially receives M. de Tracy, Lieut.-General of Louis XIV.

6th Pageant (1670). Daumont de Saint-Lusson takes possession of the Western country in the name of the King of France.

7th Pageant (1690). Comte de Frontenac receives the messenger of Sir William Phips at the Chateau St. Louis.

8th Pageant (1759-1760). Montcalm and Lévis. Wolfe and Murray with their respective regiments in a parade of honour, march and countermarch on the Plains. General salute by the troops answered by the guns of all the warships. Grouping of all the historical characters of the procession and the pageants.

It would require many pages to indicate the moving, changing splendour of these scenes; the infinite variety of gorgeous costume and colour; the worthy nature of the personal representations of these men and women of the past; the historic significance and interest of each portion of the events pictured; the magnificent panorama of lofty heights, military fortifications, rolling river, mighty battleships, moving troops, waving flags and martial music. The explorations of Cartier and Champlain in the fresh water seas of Canada, the Indians and voyageurs, the pioneer settlers and French courtiers, the Hospitalieres and Ursulines, the Nuns and Monks and priests of an early period, great ecclesiastics like Laval and heroic soldiers like Dollard, English and French leaders, Kings and Princes, Courts and the wilderness, all passed in panoramas of great charm and attraction. Through the streets of the ancient capital during this time streamed crowds of men and women garbed in the clothes of 300 years before, side by side with the men and women of to-day; visitors from Britain, the United States and France jostled the representatives of a picturesque past; British peers and American business men, soldiers and sailors from the three great countries interested, Canadians from Halifax to Vancouver, rubbed shoulders with the courtiers and peasants and armed forces of the past; marvellous illuminations from the assembled fleet, fireworks from the embattled heights and from the answering shores of Lévis brightened with splendour the evening scenes; processions and parades, state ceremonies and military and naval reviews, carriages or automobiles containing visiting celebrities from the Prince of Wales through a long list of lesser names but striking personal records, passed through the streets by day and night. The following is a list of the more

important events forming an historic part of the Tercentenary celebrations:

July 16. Arrival of the advance British Fleet of six Men-of-War.

July 19. L'Association Catholique de la Jeunesse Canadienne-Francaise did honour to the memory of Champlain at the foot of his statue.

July 20. Mounted Heralds-at-Arms and Men of the Watch appeared in the streets costumed as in the time of Champlain. The Heralds proceeded through the City, stopping at all important places and making official announcements in connection with the Celebration. A Congress of the French-speaking physicians of North America met in the evening.

July 21. Arrival and reception of official guests, and of the French and American fleets. Afternoon performance of the Pageant on the Plains of Abraham. Concert in the Drill-Hall and performance of Felicien David's symphonic ode "Christopho Colomb."

July 22. H.R.H. The Prince of Wales arrived in the afternoon escorted by a Naval squadron and landed at the King's Wharf. Military Bands at Dufferin Terrace, Victoria Park and Boulevard Langelier in the evening and a special meeting of the Royal Society of Canada in honour of Champlain. Second performance of the symphonic ode "Christopho Colomb."

July 23. At 3 p.m.—Arrival of Champlain on his ship, *Don de Dieu.* At 4 o'clock.—Presentation of the Civic Address of welcome to H.R.H. The Prince of Wales with other official ceremonies commemorative of Champlain and of the founding of Quebec. Review of the Historical procession in front of the Champlain Monument. Illumination of the combined fleets and of the surrounding country in the evening and great display of fireworks on the Heights of Lévis opposite Quebec.

July 24. Military Review on the Plains of Abraham before H.R.H. The Prince of Wales and Dedication of the Quebec Battlefields. Performance of the Pageant on the Plains and Official Ball at the Parliament House given in the evening by the Government of the Province of Quebec.

July 25. State Performance of the Pageant on the Plains. Lacrosse match on the Q.A.A.A. grounds. Band concerts in the evening.

July 26. Solemnization of Mass on the Plains of Abraham and Service at the English Cathedral with H.R.H. The Prince of Wales present.

July 27. Regatta in the Harbour in front of the City. Performance of the Pageant on the Plains and Naval display at night by the ships of the Fleets in the Port of Quebec.

July 28. H.R.H. The Prince of Wales visited Victoria Park and planted a tree in commemoration of his visit; Children's fête and day-fireworks on the Plains; Naval and Military Gymkhana; Reception by His Honour, the Lieutenant-Governor, and Lady Jetté at Spencerwood; Historical Costume Ball at the Parliament House in the evening.

July 29. Departure of H.R.H. The Prince of Wales; Performance of the Pageant on the Plains; Children's fête and day fireworks at Victoria Park; Civic Reception at the City Hall in the evening.

July 30. Parade of National Societies and Canadian and other Clubs and Associations as well as independent military guards, both Canadian and Foreign; Great display of fireworks at Victoria Park.

July 31. Last performance of the Pageant on the Plains.

Such is the barest general outline of this event—one absolutely unequalled in the history of the American continent and unexcelled in the record of pageants anywhere owing to the extraordinary combination of real state with pictures of a ceremonial past; the British royalty and power of the present with the French greatness and glory of 300 years before. The central theme of local interest, the ideal which most attracted the French-Canadians, the history which, after all, was most present in the pageants and the panorama

was that of France and its early heroes of Canadian settlement and religion and war. Of this nature were the honours paid Champlain by about 3,000 young French-Canadians on Sunday, July 19th. Around the statue on Dufferin Terrace were grouped the leaders of the Young French-Canadian Catholic Society, with them were none of the political leaders or noted visitors of the day, above them floated the new ecclesiastical flag of the Sacred Heart and the flag of the Vatican, in front and about them were 20,000 spectators. To the France of Champlain and St. Louis and Joan of Arc and Laval, was given the profound homage of the speakers. To this gathering spoke M. Maurice Dupré, President and chief of the 40 branches making up the Society: "Do we want to become a strong people equally powerful in war and in peace? Let us then follow the example set by Champlain as a true and faithful son of the Church. Let us be Christians before the forum as well as in our churches and our homes. Let us never separate our national from our religious interest; because the destruction of the former will entail the ruin of the latter."

Through the streets of Quebec on July 23rd, and following the pageant of Champlain's arrival in the historic *Don de Dieu,* there passed a parade such as is seldom seen anywhere in either reality or representation. Amidst the roar of cannon from the battleships, with flags of Britain and France and the United States and Catholic Quebec floating over and around it, with dense crowds of visitors and spectators on either side, marched the Historical Procession headed by Cartier, Champlain and Francis I. of France with soldiers, sailors and courtiers, to the base of the Champlain statue and the foot of the British throne as represented by its immediate Heir. Following these historic figures were those of Henri IV. and his Court, Dollard and his comrades, De Tracy and a French cavalcade, Frontenac and his Council, Mdlle. de Verchères and followers and Indians, Montcalm, Lévis, Wolfe and Murray at the head of their Regiments, Sir Guy Carleton, British troops and Canadian militia, De Salaberry and his French volunteers. The part of Champlain here and in the Pageant was taken by Hon. Charles Langelier, Sheriff of Quebec, and this was "Champlain Day."

On July 25th Pontifical High Mass was solemnized on the Plains of Abraham with Archbishop Bégin officiating at a beautifully-constructed altar, where colours of dark red and gold predominated, surrounded by Catholic sailors from the war-ships, Papal Zouaves from Montreal, Pageant participants in their picturesque costumes, and thousands of spectators in the grand-stand. The singing of the massed choirs, the simultaneous tolling of bells, the presence of the mounted heralds and the brilliantly-garbed priests, were features of an impressive event in which the Canadian Premier and the Duke of Norfolk were interested participants. A spectacular and emotional scene had occurred on the preceding

Saturday when men taking part in the forces of Wolfe and Montcalm marched across the Plains to Wolfe's monument and a representative from each army on behalf of the collateral descendants of the leaders—George Wolfe and the Comte de Montcalm—placed a wreath at its base. Though not technically a part of the Tercentenary celebrations an important preliminary was the religious celebration in Quebec on May 6 of the second centenary of the death of Bishop de Laval. It included a special observance of the Feast of Corpus Christi and of St. Jean Baptiste; the unveiling of a splendid statue of the Bishop, costing $50,000, by Earl Grey, Governor-General of Canada, with addresses by Mgr. Sbaretti, the Papal Delegate, the Archbishop of Quebec, Hon. Adélard Turgeon, Hon. T. Chapais and a Catholic representative of France; the presence at the ceremonies of many Canadian Archbishops and Bishops, a thousand priests and 100,000 members of the Catholic Church in Canada. It was notable for a letter from Archbishop Bégin to Lord Grey, which was made public on July 23rd, thanking His Excellency very warmly for doing honour to the illustrious Laval and, especially, for his references to the missionaries and martyrs of the Church in Canada and his obvious appreciation of the character and qualities of French-Canadians: "Need I remark that such liberal and generous proceedings are well calculated to strengthen the bonds of loyalty and attachment to the Crown, and that the future will prove, as the past has already done, that our people are not unmindful of the justice dealt unto them, of the regard shewn to their institutions, their language and their laws and, in this respect likewise, they are faithful to their motto, 'Je me souviens.'" Of these various events and pageants and of others not yet touched upon there were many opinions. The official view will be recorded elsewhere; the general opinion of the country was that the whole affair was a brilliant success; an exceptional estimate of the Pageants given by the correspondent of the Toronto *Star,* on July 22nd, may be recorded here:

> From Jacques Cartier in 1535 to Montcalm and Wolfe in 1759 and 1760, the Pageant is a blaze of glory, a stupendous whirl of colour in motion and inexpressible blending of light and shade that is almost bewildering in its complexity. The Pageant does not instruct. Taken tableau by tableau it might. Jacques Cartier, Champlain, the Ursulines at Quebec, Dollard des Ormeaux at Longue Sault, Laval and Tracy, Frontenac and Montcalm, Wolfe and Murray; these are characters too great in the eye of history to scan in an afternoon with any inkling of comprehension. One tableau gives food for thought, the eight surfeit. The costumes are all that has been said of them and more. To see the long procession of events is to whirl through the years on an express which travels faster than time. Events move with precision and despatch, the rattling of a few guns in the distance conveys in some mysterious way the impression of the flight of time between one tableau and the next. Decade glides into decade gorgeously. Picturesque troops and treacherous savages mingle on the great natural stage where Canada's real heroes fought and died. The costuming is perfect, the blending of colours is superb, but the Pageant is almost too large to educate, almost too sublime

to grasp. To see it is to hurry through an Art Gallery with a train to catch. The scenes are of marvellous beauty, historically correct, wonderfully comprehensive; but they dazzle rather than illumine and that is the whole truth of it.

Passing from one phase of the celebration to another it may be said that no doubt was or could be felt as to the success of the military part of the Tercentenary. So far as the Canadian Militia was concerned it was a most memorable function. The early difficulties in providing funds and settling upon the number of men to be selected, and the method of selection and system of transportation, were disposed of or alleviated by reducing the first proposal of 25,000 men to half that number. To the press on May 15, Sir F. Borden stated that the reason for the reduction was the difficulty of transportation in competition with, and at the same time as, the expected multitude of visitors. As eventually decided upon, and reviewed by the Prince of Wales, the force was over 12,000 in number including Permanent Corps, Western Mounted Infantry, Eastern Cavalry, infantry and artillery. The officer appointed in command was Brig.-General W. D. Otter, C.B., with Colonel F. L. Lessard, C.B., as Chief Staff Officer, Major H. A. Panet, D.S.O., as Assistant Adjutant-General, Lieut.-Col. J. L. Biggar as Assistant Quartermaster-General, Colonel T. Benson in command of the Artillery, Colonel S. Hughes as Railway Intelligence Officer, Lieut.-Colonel G. C. Jones as Principal Medical Officer, Lieut.-Colonel R. K. Scott as Senior Ordnance Officer. The following were the Brigade Commanders:

Cavalry Brigade	.....	Lieut.-Colonel R. E. W. Turner, V.C.
Field Artillery Brigade	.. ..	Lieut.-Colonel J. Davidson.
1st Infantry	"	Lieut.-Colonel J. W. Little.
2nd Infantry	"	Lieut.-Colonel W. C. Macdonald.
3rd Infantry	"	Lieut.-Colonel James Mason.
4th Infantry	"	Lieut.-Colonel John Hughes.
5th Infantry	"	Lieut.-Colonel E. B. Ibbotson.
6th Infantry	"	Lieut.-Colonel G. E. A. Jones.
7th Infantry	"	Lieut.-Colonel H. H. McLean.
Western Contingent	.....	Lieut.-Colonel J. A. Hall.

The three Division Commanders were Brig.-General W. H. Cotton, Colonel W. D. Gordon and Brig.-General Lawrence Buchan, C.B. At the Royal Review on July 24th there were 12,422 officers and men on parade, with 2,134 horses and 26 guns, 1,226 officers and men were on duty, 109 were absent through illness. The Review was a splendid scene as 3,000 sailors and marines from the battleships and the 12,000 Canadian troops swept in steady parade past the Prince of Wales and his brilliant staff, amid cheers from 20,000 spectators and special evidences of enthusiasm for Field Marshal Earl Roberts as he placed himself at the head of the Queen's Own Rifles of Toronto in which he was Hon. Colonel. The British bluejackets, the Canadian Strathconas, the Mounted Police and the Kingston Cadets received ovations. Following the

march-past Lord Roberts cabled His Majesty the King through the Governor-General that "the Review this morning was a great success. The troops looked well and I was much impressed with the precision, order and organization generally; there were about 12,000 men under arms and no hitch anywhere. Canada appears to me to be dealing adequately with the problems affecting her Militia and with care and improved organization to be building up a very useful force." To Sir F. Borden, Minister of Militia, Sir Arthur Bigge wrote as follows for His Royal Highness:

> The Prince of Wales directs me to convey to you the expression of his highest appreciation of the very successful Review of the Canadian Militia which His Royal Highness had the great pleasure of holding this morning. He is well aware that the work of conveying so large a body of men and horses to Quebec must have entailed much heavy work and careful organization; also that many of the troops could only have been present at considerable sacrifice. The Prince heartily congratulates you, Brigadier-General Otter, and the Staff, upon the happy results of your efforts. The march-past was extremely well carried out, and His Royal Highness hopes you will convey to all ranks his congratulations upon the soldierlike bearing and smartness on parade of the Canadian troops.

Sir Frederick Borden, in reply, declared that such words of commendation would stimulate the Militia and its officers to still greater efforts for efficiency. It may be added here that the visitors to the Tercentenary celebrations were estimated at from 100,000 to 150,000 in number, spending in Quebec an average of $10 each, and that the expenses in connection with the Pageants, the music, fireworks, decorations, electricity and illuminations, totalled $321,168. As the Government and private subscriptions up to the close of 1908—including the Dominion grant—were $786,715 this would leave a balance available for the National Battlefields Park of $465,000 and, of this, $450,000 had been formally handed over to the Governor-General for that purpose on July 24th.*

The Imperial and International Significance of the Tercentenary

There has never in the history of the Dominion been such a gathering of notable personages and historic names as occurred at Quebec in July, 1908. From Great Britain came H.R.H. The Prince of Wales, heir to the Throne of an Empire in whose annals the ancient city had played no small part; from the United States came its Vice-President, Mr. C. W. Fairbanks, and Rear Admiral W. S. Cowles, to honour an event which had originally much to do with the creation of the great Republic; from France, the mother-land of the people in this French Province of a British Dominion, came Vice-Admiral Jaureguiberry, M. Louis Herbette, and M. de Loynes, as official representatives of the Republic; from South Africa came the Rt. Hon. Sir J. H. de Villiers, Chief Justice of Cape Colony and official representative of all that great region; from, or rather on his way to, Australia came His Excellency the Earl of Dudley, newly appointed

* NOTE—Official statement to Jan. 31, 1909.

Governor-General of the Commonwealth; from New Zealand came the Earl of Ranfurly, G.C.M.G., lately its Governor and now special representative to Canada; from Newfoundland came the Hon. J. Stewart Pitts, C.M.G., member of the Island Government. As official guests there were representatives, also, of nearly all the leaders in the war drama of 300 years before—Mr. George Wolfe, M. le Comte Bertrand de Montcalm, the Marquess de Lévis, the Marquess de Lévis-Mirepoix, Captain the Hon. Arthur Cecil Murray, M.P., the Hon. Dudley Carleton, Viscount Falmouth, K.C.V.O., C.B., the Rt. Hon. Lord Lovat, C.V.O., C.B., D.S.O., and Sir Keith Fraser. Other guests or visitors of note were the Duke of Norfolk, K.G., the leading Catholic Peer of Britain, Field Marshal, the Earl Roberts, K.G., V.C., and Lady Aileen Roberts, Lord Strathcona, M. Brandelis, Mayor of Brouage, the birthplace of Champlain, Lord Bruce, son of the Earl of Elgin, Viscount Howick, son of the Governor-General, Lieut.-General Sir Reginald Pole-Carew and Lady Beatrice Pole-Carew.

The visit of the Prince of Wales to Canada upon this occasion was surrounded by every form of state ceremonial and British honour. He came on the *Indomitable* (18,000 tons), the most powerful fighting ship then existing in the world; preceding him was a fleet of four battleships each 14,000 tons displacement and 19-knots speed—the *Exmouth, Albemarle, Duncan* and *Russell*—and two protected cruisers, the *Arrogant* and the *Venus*. In command of this fleet was Admiral the Hon. Sir A. G. Curzon-Howe, second to him was Rear-Admiral Sir John R. Jellicoe, in charge of the Prince's ship was Commodore H. G. King-Hall. The Royal suite included Lord Annaly, K.P., Lord-in-Waiting, Sir Arthur Bigge, G.C.V.O., Private Secretary, Sir Francis Hopwood, Permanent Under-Secretary for the Colonies, Commander Sir Charles Cust, R.N., and Captain B. G. Godfrey-Faussett, Esquires-in-Waiting. On May 4, prior to sailing, the Prince of Wales presided at a Royal Colonial Institute Dinner, expressed the pleasure with which he was looking forward to this visit, and added a strong appeal for the cultivation of closer social relations between the Mother-land and the Colonies. "We must foster, now and always, the strongest feelings of mutual confidence and respect by methods of education, by unity of action, and everything that leads towards the noblest ideals of civilization, by utilizing the great powers of science, by means of defence on sea and land. We must strive to maintain all we esteem dearest. If we hold our hands across the sea we shall preserve to the future generations a noble heritage, founded upon the highest patriotism, knit together by ties of race and mutual sympathy and regard."

His Royal Highness sailed from Portsmouth on July 15 and his great battleship reached Quebec on the 22nd where six British warships had already arrived together with one from the United States and two from France. Welcomed by roaring guns, waving flags and cheering crowds the Prince of Wales landed at 4 o'clock

after having first and formally received the Governor-General, Sir Wilfrid Laurier, Lord Roberts—who had arrived on the 17th—the representatives of France and the United States, Sir Louis Jetté, Mr. Premier Gouin, Mr. Mayor Garneau and the members of the Battlefields Commission, with Generals Lake and Otter, on board his Flag-ship. The Address presented by the Prime Minister on behalf of the Government of Canada, at the Pavilion erected for the occasion, welcomed the Royal guest, expressed renewed loyalty and devoted attachment to "our beloved Sovereign," eulogized Champlain and his work, dealt with Quebec's rich memories of a storied past, mentioned the intention of setting apart the Battlefields of Wolfe and Montcalm as "a perpetual memorial by English and French Canadians of the great deeds in which both peoples feel an equal pride," regretted the inability of the Princess of Wales to be present and reiterated the unswerving loyalty of Canada to the King and its "united resolve to do our part to promote the interests of the great Empire to which we are all proud to belong." In his reply the Prince described this as his sixth visit to the Dominion and expressed in fitting terms his gratification at the sentiments expressed, his pleasure in being present and special appreciation of French-Canadian fidelity in times of difficulty and danger as "one of the greatest tributes to the political genius of England's rule." Around the Prince as he spoke were the representatives of British countries and Foreign nations, the members of the Canadian Government, the Battlefields Commission and its many guests, the Governor-General and his party, the Lieut.-Governors of Quebec, Alberta, Nova Scotia and British Columbia, the Premiers of Ontario, Quebec, New Brunswick, and Alberta, the Mayors of many cities, leading men from all parts of Canada, the Catholic Archbishop and Anglican Bishop of Quebec, Sir T. G. Shaughnessy, C. M. Hays, William Mackenzie, the Speakers of the Senate and House of Commons. The ensuing procession to the Citadel passed through lines of troops and cheering people. During the day it was announced that the following Honours had been bestowed by the King and would be conferred by His Royal Highness, in compliment to the occasion:

G.C.V.O.	H. E., The Earl Grey, G.C.M.G.
Privy Councillor	H. E., The Earl Grey, G.C.M.G., G.C.V.O.
K.C.V.O.	Colonel J. Hanbury-Williams.
Knight	The Hon. Lomer Gouin, K.C.
Knight	Hon. James P. Whitney, K.C.
Knight	John George Garneau.
C.V.O.	Sir George A. Drummond, K.C.M.G.
C.V.O.	Brig.-General W. D. Otter, C.B.
C.V.O.	Joseph Pope, C.M.G., I.S.O.
C.V.O.	The Hon. Adélard Turgeon, C.M.G.
C.V.O.	Byron E Walker, LL.D.
M.V.O.	Lieut.-Colonel A. P. Sherwood, C.M.G.
M.V.O.	Lieut.-Colonel Alexandre Roy.
M.V.O.	Captain D. O. C. Newton, A.D.C.

On the 23rd the Prince of Wales received, at the foot of the Champlain monument, an Address from the City of Quebec and a beautiful casket, presented by Mayor Sir George Garneau. The Address contained the following interesting paragraph: "Assembled around the monument of the glorious founder of Canada our hearts are filled with heroic memories of three centuries—the story of which seems more like an epic than a history—the French-Canadians cannot suppress an inexpressible feeling of patriotic pride and gratitude towards the two great nations which have, in turn, presided over their destinies—to their ever beloved France to which they are indebted for their being and their grand traditions, and to England which has left them free to expand into full enjoyment of their faith, their language and their institutions and has given them a political constitution which is based upon the greatest possible extent of liberty, and is undeniably the finest and most perfect in the world." In his reply the Prince eulogized Champlain, his career and his work, and thanked the representatives of Foreign countries on behalf of the King for being present on this occasion: "We recognize that the presence of the representatives of France and of the United States amongst us testifies to the growth of the spirit of friendliness between nations. On that spirit the progress of humanity largely depends; in it, I hope and believe, true progress will express itself more and more during the years to come. The high ideal of universal peace and brotherhood may be far from realization, but every act that promotes harmony among nations points the way towards its attainment."

Vice-President Fairbanks and Admiral Jaureguiberry followed. The former spoke of conditions under which there were now no fortifications upon the international frontier and no battleships upon the dividing waters. "We have no need to fear that the relations between the United States and Great Britain will ever again be disturbed. We have faith to believe that our flags, which grace this historic occasion and which mingle together and salute each other upon the Plains of Abraham, will never confront each other in conflict upon either land or sea." Lord Grey then read cablegrams of congratulation from all parts of the British Empire. From H.R.H. the Princess Louise, Duchess of Argyll, from the Rt. Hon. H. H. Asquith, Prime Minister of Great Britain, from the Earl of Crewe, Colonial Secretary, from the Earl of Minto, Viceroy of India, from Lord Northcote, who was still acting as Governor-General of Australia, from Lord Plunket, Governor of New Zealand, from the Governors of Newfoundland, Orange River Colony and the Transvaal, from Sir J. G. Ward, Premier of New Zealand, from Hon. J. X. Merriman, Premier of Cape Colony, came messages of kindly feeling and Imperialistic sympathy. The Hon. A. Turgeon, on behalf of Quebec Province, was the last speaker of the afternoon and, in

characteristically eloquent terms, he spoke of the time, the scene, the occasion; of France, Great Britain and the Dominion:

> O Canada, land of valour and of beauty, I would that my voice were as far reaching as Roland's magic horn to carry the accents of my love and pride into the homes of all. Land that thrills with life, with its lakes and springs, its rivers fertilizing the plains or mirroring the trees of the great forests on their banks. Land rocked to sleep by the melody of torrents and the songs of streams, iridescent with the powdery spray of cascades, watered by the St. Lawrence—of all famous rivers the only one unchangeably pure. Land invigorated by our winters that breathe a powerful energy and gaiety over fields bespangled with sparkling crystals, sheltered by splendid mountain-tops, and rich in the glowing health of its plains. Land wherein memories sleep and hopes are at rest. Land redolent with the poetry of fields, stars, and souls. While still in the bloom of thy virgin energies, well might thine immortal founder utter in admiration that exclamation never yet surpassed, and that we repeat to-day: 'It may be said that the country of New France is a new world, and not a kingdom, beautiful in every perfection.'

Then came the Historical Procession, which His Royal Highness reviewed, with all its wealth of interest, revel of colour, and brilliant detail. Luncheon at the Garrison Club had been previously tendered the Prince by Sir George Garneau; the State Dinner given at the Citadel in the evening by H. E., Earl Grey had probably the most distinguished list of guests in Canadian records. During the day a despatch was sent to the King by the Governor-General thanking His Majesty for the honour of the Prince of Wales' visit and declaring that the Canadian people, "see in this gracious act a fresh proof of the interest which Your Majesty has ever manifested toward Your Majesty's Canadian subjects who on this great and historic occasion hasten to renew the expression of their unalterable devotion." The King replied with an expression of gratification at the cordial reception given to the Prince. "I receive with pleasure the renewed assurances of loyalty on the part of my Canadian subjects in whose welfare I am deeply interested and to whom I wish an ever-increasing measure of progress and prosperity." An incident of the day was the conferring of Knighthood and other Honours, already mentioned, by the Prince.

The succeeding day saw the brilliant parade and review of troops already described in part. Following the Review His Royal Highness, with due state and ceremony, formally presented to the Governor-General the title-deeds of the Plains of Abraham. "It affords me," he said, "the greatest pleasure to hand over to Your Excellency, the representative of the Crown in Canada, the sum of $450,000, which through the patriotism of British citizens in all parts of Canada and of the Empire and the generosity of French and American sympathizers, has been entrusted to me in order that the historic battlefields of Quebec, on which the two contending races won equal and imperishable glory, may be acquired for the people of the Dominion and preserved under the

special supervision of the Sovereign as a permanent shrine of the union of peace. I place in your hands as the representative of the Sovereign the charge of this sacred ground which it is my pleasure to be able to present to you on the 300th birthday of Quebec, as a gift to the people of Canada and the Crown." The day concluded with a brilliant ball in the Parliament Buildings, graced by the presence of the Prince, and a great gathering of notable Canadians, British noblemen and Foreign visitors. On the morning of the 25th a Royal Review of the assembled warships took place, amid imposing ceremony, in which the ships were decked with flags and manned by thousands of sailors while deep-toned guns boomed a welcome. In the afternoon the Prince faced the ball at a Lacrosse match. The evening saw a Banquet at the Citadel, given by Earl Grey in honour of his guests from the other Colonies, which embodied and emphasized the Imperial character of the celebrations, the greatness of the Empire which was represented, the spirit of fellowship which lay behind the functions of the week.

Lord Grey, of course, presided with His Royal Highness on his right and Sir Louis Jetté, Lieutenant-Governor of Quebec, Hon. W. S. Fielding, Lord Roberts, Hon. R. Lemieux, the Duke of Norfolk and Lord Strathcona following. To the left of the Governor-General were the Earl of Dudley, Sir J. H. de Villiers of South Africa, Hon. J. Stewart Pitts of Newfoundland, Mr. D. C. Fraser, Lieut.-Governor of Nova Scotia, Sir Wilfrid Laurier and the Hon. R. Dandurand, Speaker of the Senate. In proposing the Prince of Wales' health, His Excellency eulogized his patriotic efforts to know the Empire thoroughly and to see it personally, his self-sacrifice in travelling so greatly and widely, his personal influence as shewn in the famous "Wake up" speech addressed to Great Britain at the Guildhall some years before, his Imperialistic ideals and sympathies. In reply the Prince compared, in passing, his own six trips across the Atlantic with Champlain's twenty and the latter's 60-ton ship with his own which had come nearer 20,000 tons. "As the representative of our King I knew that an enthusiastic greeting awaited me in Quebec, but the marked affection of the greeting has touched me most deeply; indeed it is not possible to express all I feel. The three-hundredth birthday of Quebec has been made an occasion not of parochial, or of Provincial, but of National and Imperial importance. We rejoice that from all quarters of the globe, from the great self-governing dominions, from Australia, New Zealand, Africa, a warm interest has been taken in Quebec's Tercentenary. In this celebration Canada undertook a magnificent work and success could not have been achieved without considerable self-sacrifice, individually, and by the State itself."

Sir Wilfrid Laurier proposed the toast of the self-governing Dominions of the Crown and read a letter from Mr. Premier

Botha of the Transvaal stating that in South Africa they were preparing to follow the example of Canada. "Britain's magnanimity," declared Sir Wilfrid, "staggered the world in its treatment of the Transvaal." For himself, he added: "As I advance in years I appreciate more the wisdom of that British constitution under which I was born and brought up and under which I have grown old, which has given to the various portions of the Empire their separate and free government. The inferiority which may be implied in the word 'colony' no longer exists. We acknowledge the authority of the British Crown, but no other authority." Mr. Stewart Pitts spoke briefly and referred to Newfoundland as "an independent appanage of the Empire"; Lord Dudley declared that "by fire have the girders of Canada's national edifice been tempered, by liberty have its rivets been forged"; the Earl of Ranfurly, in speaking for New Zealand, reiterated its profound and ever-ready devotion to the Empire and tendered a cheque for $5,000 as the new Dominion's contribution toward the Battlefields Fund; Sir J. H. de Villiers spoke hopefully of South African confederation, stated that all classes of feeling in those countries were uniting upon that object and eulogized the action of Canada in leading the way along these lines, declared that in the wisdom of Britain "a policy of trust in the people of South Africa was adopted, with the usual result that a sullen and discontented people had been transformed, as if by magic, into loyal and law-abiding subjects."

Sir Lomer Gouin dealt with the work of Confederation in bringing together the Canadian Provinces. "The adoption of the Federal system which preserved the autonomy of the Provinces and increased their liberty and power of action was the means of snatching them from their former condition of isolation and weakness and making them contented, self-reliant, strong and prosperous." Sir James Whitney took similar ground, eulogized the loyal heroes, the soldiers and statesmen, of French-Canadian history, and struck a strong note of Empire unity. "I am glad and proud to say to the illustrious Heir to the Throne, son of the great Peacemaker of the twentieth century and, indeed, of all the centuries, that here, on this continent, we men of French and English nationality, people of this great auxiliary kingdom within the Empire, are affording an object lesson of the benefits of free, representative, government under the British system; that we stand for the continuity of the Empire and all that it implies, and that we hope to so work out the problems which will confront us from time to time that those who come after us will have no reason to feel ashamed of our record." A concluding feature of the function was the proposing of Lord Grey's health by His Royal Highness with a gracious tribute to his work and success; and the Governor-General's expressed hope in response that "influences will radiate from this Tercentenary week which will tend

to the unification of the Empire and to the strength and glory of the Crown." Finally, the Prince handed to His Excellency a cheque for £10,000 representing the contributions from England to the Battlefields Fund and a cable of thanks was afterwards sent to Lord Midleton as Chairman of the English Committee.

On Sunday morning, the 26th, His Royal Highness attended service in Holy Trinity Cathedral and heard Bishop Dunn preach. On the 27th, accompanied by Lord Grey and others, he took an informal railway journey down the historic and beautiful shore of the St. Lawrence, to Cap Tourmente, where he was entertained at luncheon, with a distinguished group of visitors, in the Chateau Bellevue—a place of rest for Laval students; thence by motor car the Prince traversed many storied parishes, with soil rich in historical memories, back to Quebec. Flags were everywhere, simple, respectful, and cordial greetings were given by the *habitants* to their future King and, finally, the famous shrine of Ste. Anne de Beaupré was visited. Here the Prince shook hands with many of the eager peasantry. In the evening a Reception—not large or crowded—was given by Lord and Lady Grey at the Citadel while the public were delighted with a dazzling Naval display of searchlights, rockets, fireworks, illuminations, and a sham torpedo-boat battle. From a spectacular point of view this was perhaps the most wonderful incident of the Tercentenary. On the following day the Prince planted a tree in Victoria Park as a souvenir of his visit, watched the Naval and Military sports at Quebec Athletic grounds, attended a brilliant garden-party at Spencerwood given by Sir Louis Jetté and, thereafter, quietly took his departure for the *Indomitable* which, with silent swiftness, steamed away in the night for the shores of Old England—and made a record voyage in the matter of speed.

To Lord Grey, before leaving the Citadel, the Royal visitor wrote a farewell message in which he expressed gratitude for his reception and "enthusiastic and affectionate welcome," congratulations upon the great conception of the Tercentenary and the success of the celebrations, praise to the National Battlefields Commission and Mr. Lascelles, Master of the Pageants, appreciation of the Naval, Military, and Militia forces concerned. "It is with heartfelt regret that I bid farewell to Canada. May God ever watch over and bless its people, inspire their ideals, prosper their works, and guide their destinies, will ever be my earnest prayer." To Sir George Garneau came a letter congratulating Quebec City upon the signal success of the celebrations, upon the decorations of the City and its natural beauties, and upon the splendour of the Pageants—enclosing also £100 for distribution to the poor. Before leaving His Royal Highness did some of the little but gracious acts for which he was noted. Inspector Cuddy of the Toronto Police contingent and Sergeant Godin of the Ottawa force were summoned to the Citadel where they were personally

thanked for their services and given the medal of the Royal Victorian Order. Seymour Butler, Superintendent of the Pinkerton forces, Sergeant Cavan of the Dominion force, Colonel A. P. Sherwood, Chief of the Ottawa Police, Chief Trudel of the Quebec force, Inspector Parkinson of the Dominion Secret Service, and Captain Newton, were given beautiful scarf-pins; Mr. Frank Lascelles received an autograph letter and signed photograph in appreciation of his services as Master of the Pageants.

The Governor-General received for presentation to the Dominion a quaint old-fashioned chair used by General Wolfe during his campaign in Canada. It was afterwards placed in the Archives at Ottawa. During the visit it was unofficially stated, and generally believed, that the Prince brought a special message to Sir Wilfrid Laurier from the King offering him a Peerage and that it was gratefully declined. From Nova Scotia there came, as a present for the Princess of Wales, a beautiful mink fur-coat with all its materials, including fur, gold, steel, wood, pearls and amethysts, either obtained or wrought within the Province. It was given to His Royal Highness on behalf of the Women of Nova Scotia by a Committee composed of Lieut.-Governor Fraser and Mr. Premier Murray. Later on Mrs. Fraser, the wife of the Lieut.-Governor, received letters of sincere personal thanks from both the Prince and Princess. The Prince of Wales arrived at Portsmouth on Aug. 2nd and, on Dec. 21st, the King's Speech at the prorogation of Parliament referred to the imposing celebrations at Quebec: "The affectionate reception given to my son by all classes of my Canadian subjects touched me deeply and I learned from him, with great satisfaction, of the loyalty and enthusiasm everywhere displayed upon that unique and historic occasion." Of the Prince himself there was much that was complimentary said in the Canadian press and *The Globe,* in its comment of July 30, not inaptly represented public opinion: "There is not about him any of the divinity that hedges a King, but he acts with the simple dignity of one who is born to the purple, and who carries about with him a sense of the heavy responsibility attaching to his station. His public addresses are models of well-chosen and well-spoken language. The thoughtful kindness which is the very essence of true politeness, shows itself in a great variety of ways, and makes it easy to understand why he is personally popular wherever he goes." On Aug. 11th, it may be added, some further Honours were bestowed, or rather gazetted, in connection with the Tercentenary. Sir Francis Hopwood of the Colonial Office became a G.C.M.G., and Mr. H. J. J. B. Chouinard, Secretary of the National Battlefields Commission, to whom so much of the success of the Celebration was due, received the C.M.G. Captain Godfrey-Faussett of the Prince's staff was also given the C.M.G. and Lord Annaly a C.V.O.; while Commodore King-Hall, D.S.O., of the *Indomitable,* Lieut.-Col. A. P. Sherwood, C.M.G.,

Dominion Commissioner of Police, and several Naval officers received the M.V.O.

There were many incidents of the Tercentenary which deserve record but only a few more can be mentioned. The City of Quebec was a blaze of colour and bunting and visitors naturally scanned the flags with interest. There was a profusion of Tricolors—the flag of old-time France, there were many of the new Church and French-Canadian flags, there was an abundance of Stars and Stripes, but upon the whole, the British ensign predominated. There were practically no "rows" between the French and the English and, though the earlier popular receptions given Lord Roberts and the British sailors were a little cool they improved daily in friendliness up to the point of final enthusiasm. Amongst visitors Lord Roberts was the hero of the occasion after Royalty and the centre of cheers wherever he went. Vice-President Fairbanks aroused some comment by the open-handed way in which he accepted all applause as given to himself, or the United States which he represented, and despatches to many American papers intimated that he divided honours with the Prince of Wales. Colonel E. W. B. Morrison, in describing one of the functions in the Ottawa *Citizen,* said: "As the Royal party returned to the Citadel Vice-President Fairbanks stood up in his carriage and continually bowed to the right and left in acknowledgment of the cheers. He was evidently in his element and undoubtedly thought the cheering was for him though very few of the cheerers knew who he was." Much attention was given Mr. George Wolfe, J.P., the stalwart Irishman from County Kildare, who represented the family of the Quebec victor and he, with the young Comte de Montcalm, son of the Marquess de Montcalm and descendant of the French hero, occupied adjoining rooms at the Chateau Frontenac. The former afterwards visited Montreal, Toronto and Niagara Falls; the latter, with the Marquess de Lévis-Mirepoix (descendant of the Duc de Lévis) went through to the Pacific Coast.

Much complaint was made, and some of it justly, as to extortionate prices for rooms or board. Many were prevented by rumours of this from going to the Tercentenary; many left sooner than they intended as a result of it. The Royal Society of Canada held a special meeting in Quebec, on July 22nd, with President J. Edmond Roy in the chair, in recognition of the services to historical thought which the celebrations had rendered: and Chancellor Burwash of Victoria University, Toronto, delivered an address while Mr. Barlow Cumberland, President of the Ontario Historical Society, was present to render the tribute of his organization to the same object. Concluding incidents of the event were the despatch from Lord Crewe, Secretary for the Colonies, congratulating the British Empire as a whole upon the evidences given of "loyalty and co-operation within its borders and kindly

feeling without"; and letters to the Governor-General from Admiral Jaureguiberry and Vice-President Fairbanks referring to the increased international cordiality which the Tercentenary had created. An aftermath of the Celebrations was the unveiling at Bath, England, by Sir Gilbert Parker, M.P., on July 30, of a memorial tablet to General Wolfe in the house which he left to go to Quebec on his last mission and a similar function at Greenwich where a bronze tablet was placed in the parish church over the grave of Wolfe—Field Marshal Sir George White, V.C., performing the ceremony. Meanwhile, in Honfleurs, France, the port from which Champlain sailed, celebrations were held early in June with M. Hector Fabre, C.M.G., Canadian Commissioner in Paris, as the central figure. Similar demonstrations took place in Paris, with Mr. Arthur Boyer of Quebec and Mr. Mayor Payette of Montreal present.

IV.—ONTARIO'S DEVELOPMENT AND PUBLIC AFFAIRS

Provincial Resources; Agricultural and Mining Interests

Ontario has long been the pivotal Province of Canada in agricultural, industrial and financial wealth; in its mineral and other resources the work of development in recent years has shewn astonishing results. During 1908 the progress of knowledge and of popular comprehension as to the real resources of the Province was marked. Its rich asset of water-powers for industrial purposes, for lumber and pulp-mills, for mining and countless other objects, was estimated at 3,000,000 horse-power—a force equal to a coal consumption of $100,000,000 a year—and of this only about 300,000 horse-power had been utilized. Its great wealth of forests and pulp-wood, despite fires and pessimistic fears not altogether groundless, was more and more the object of careful control and reservation of area at the hands of the Government. The Forest region stretched over an estimated area of 46,000,000 surveyed acres and three times that in unknown depths of pine, spruce, birch and maple while, according to the Hon. Frank Cochrane, Minister of Lands and Mines, the pulp-wood on Ontario's Crown lands alone would feed 200 pulp-mills, grinding 100 tons per day, for 50 years. The yearly production in this respect was not officially estimated but the Census of 1901 gave the value in that year as $21,351,898.

In manufactures, also, there were no yearly statistics obtainable but they were known in 1908 to be advancing by leaps and bounds and in the Census figures for 1901 Ontario took almost one-half of the entire business of the Dominion—6,543 establishments, $31,317,539 worth of buildings, a working capital of $122,428,638 and a total capital of $214,972,275, employees or persons drawing salaries numbering 14,538, employees drawing wages 146,219, with total wages and salaries of $56,548,286. In agriculture the Province held first place with a production of wheat in 1908 totalling 16,430,476 bushels, a yield of potatoes, turnips and roots, hay, fodder, corn and sugar-beets valued at $89,665,507, a live-stock which included 726,471 horses, 2,824,859 cattle, 1,143,898 sheep and lambs, 1,818,763 swine and 12,285,613 poultry. Its mineral production was valued at $25,264,042 in that year as compared with $11,572,647 three years before; its exports in the fiscal year ending Mch. 31, 1908, totalled $68,550,565 and its imports entered for consumption were $157,462,962—an increase over 1906 of 9 millions and 31 millions respectively; its customs revenue collected for Dominion purposes in the same fiscal year was $23,547,445; the Provincial receipts for 1908 were

$8,320,419; the Railways in Ontario had, in 1907, a mileage of 7,637. In financial matters the Province could shew 904 Bank branches in December 1908, as compared with 532 in August 1904 —an evidence of progress in accumulated wealth as well as in banking facilities. Such was the general position of the Province with its 220,508 square miles of land-area and a population of about 2,200,000.

In the matter of transportation the Temiskaming and Northern Ontario Railway was proving a steadily increasing factor. With its progressive construction was involved the development of the "great clay belt"—the 16,000,000 acres of arable clay-land stretching from Haileybury in Northern Ontario toward James Bay and constituting a fertile plain watered by the great rivers flowing towards the North, dotted here and there with lakes, affording room for a myriad farmers, for trade in supplies from Old Ontario, for settlement and production. With it also was associated the great mineral development of Northern Ontario. Running through the northern mining region of the Province this Railway stood greatly to the credit of the Government which projected it and to that which continued it as a Provincial enterprise. The cost of this road and its equipment, with an operated mileage of 191 and stretching its rails from North Bay to Cochrane, was on Dec. 31, 1908, $13,441,704; its cost per mile was $50,532; its net earnings included, in 1908, $284,668 from operation and $134,820 from ore royalties; its total revenue from freight was $471,203, from passengers $366,504 and from sundries $135,358; its total operating expenses were $688,397 or 70 per cent.; the Treasurer of Ontario received from its working operations during the year $350,000 and it carried 479,005 passengers and 484,444 tons of freight. Its liabilities consisted chiefly of $13,982,764 advanced by the Province up to the end of 1908.

Agriculture in 1908 was, as it always has been, the back-bone of Ontario's strength. Between 1882 and 1907 the average yearly production of fall wheat was 17,932,068 bushels grown upon 869,813 acres and of spring wheat 6,399,290 bushels on 403,156 acres; in 1908 the production was 16,430,476 bushels of fall wheat, grown on 679,642 acres, and 2,197,716 bushels of spring wheat on 142,124 acres. Barley shewed an average production in 1882-1907 of 17,945,226 bushels, or 27·07 to the acre, and oats 76,627,266 bushels, or 35·08 to the acre; in 1908 the production of barley was 20,888,569 bushels or 28·05 to the acre and oats 96,626,419 bushels or 34·08 to the acre. Peas shewed an average in 1882-1907 of 12,560,917 bushels or 19·06 to the acre; in 1908 the figures were 7,401,336 bushels or 18·00 to the acre. Corn for husking and for silo had an average production in 1892-1907 (16 years) of 21,814,602 bushels in the former case and 1,964,886 tons in the latter—a product per acre of 70·06 bushels and 11·41 tons respectively; in 1908 the production for husking purposes

was 23,601,122 bushels or 71·01 to the acre and for silo 2,729,265 tons or 11·68 tons to the acre.

In potatoes the average production of 1882-1907 was 17,922,-896 bushels or 115 per acre as compared with 18,517,642 bushels or 111 per acre in 1908. In turnips the average product in the former period was 55,111,354 bushels or 432 to the acre and in the latter year 41,210,189 bushels or 341 to the acre. Of hay and clover the production in 1882-1907 was 3,711,957 tons or 1·47 to the acre; in 1908 it was 4,635,287 tons or 1·42 tons per acre. There were also some miscellaneous field-roots and a small production of beans, rye and buckwheat and the total average market value per annum in the years from 1882 to 1907 was $14,106,042 for fall wheat, $6,399,290 for spring wheat, $8,515,040 for barley, $24,871,923 for oats, $7,416,337 for peas, $10,355,551 for corn,* $7,506,370 for potatoes, $5,511,135 for turnips, $33,655,-240 for hay and clover—or a total average for all crops, including the miscellaneous minor products, of $121,660,217. In 1908 the value was $185,308,000. The area so planted was 8,206,741 acres, the rural area of Ontario assessed lands was, in 1907, 24,392,119 acres of which 14,116,474 acres were cleared and 5,422,650 still woodland. The orchard or small fruits area in 1908 was 326,550 acres; in 1898 it had been 345,538 acres. The following table affords a comparative view in another connection:

Animals in Province.	Number, 1898.	Number, 1907.	Number, 1908.	Value, 1898.	Value, 1907.
Horses	611,241	725,666	849,029	$38,659,896	$85,041,144
Cattle	2,215,943	2,926,236	3,217,938	47,286,254	79,485,780
Swine	1,640,787	2,049,666	1,947,183	8,720,242	14,174,502
Sheep and Lambs	1,677,014	1,106,083	1,205,630	6,499,695	5,928,325
Poultry	9,084,273	13,428,076	12,285,613	2,578,136	4,854,380

The total value of all farm-lands, buildings, implements and stock in the Province in 1907 was $1,221,572,672 (shared amongst 175,000 farmers) as compared with $923,022,420 in 1898—an increase in ten years of nearly $300,000,000 in value. The analysis of these figures shewed a value of farm-lands in 1907 totalling $674,505,427 or an increase in the ten years of $118,-000,000; of buildings $284,672,238 or an increase of $74,000,-000; of Implements $72,910,875 or an increase of $20,000,000; of live-stock $189,484,132 or an increase of $86,000,000. The latter in its increased prices for cattle, swine, sheep and poultry indicated one of the causes of the additional living expenses incurred by consumers in Ontario cities and towns during recent years and, perhaps, a reason why the value of Ontario farm-land per acre rose from $23.78 in 1898 to $27.65 in 1907 and why the

* NOTE—The figures for this product are averaged only for the years 1892-1907.

chattel mortgages of Ontario farms decreased from a total of $3,580,497 in the former year to $2,455,604 in the latter year. It may be added here that the latest official figures of Cheese factories in the Province (1906) shewed a production of 157,418,139 lbs. worth $18,569,207 as compared with 137,362,916 lbs. in 1897 worth $11,719,468. The number of creameries in 1906 was 215 or only one more than in 1897 but the value of the butter produced was $2,513,922 as compared with $1,403,609.

Such were the general statistics of agricultural production in Ontario with a comparative view over the preceding 10 years. They indicated steady growth and improvement in almost every detail and branch of production; an increase of over $60,000,000, in the value of the crops produced, without any very large addition to the agricultural population; a corresponding immense increase in the value of farm-lands and no apparent sign of decreasing values or of even a check in the progress of the farms. And all this was going on while the West had been developing and young Ontario farmers leaving in large numbers for fields of even greater promise. No doubt something was due, probably much, to the help of the Dominion and Provincial Government agencies. The latter was responsible for the splendid work of the Ontario Agricultural College at Guelph which cost the Province in 1908-9 a total of $267,217, for grants to agricultural and horticultural societies totalling $100,412, for the printing of many valuable bulletins and educative pamphlets, for the aid and encouragement given to live-stock improvements and breeding, for help given to Farmers' Institutes, Dairy instruction, Fruit development, Colonization and Veterinary College work—for expenditures totalling $747,970.* In this connection credit had been generally accorded to the Hon. John Dryden, for many years Minister of Agriculture, as well as to his Conservative successor, the Hon. Nelson Monteith and the permanent Deputy-Minister C. C. James.

During preceding years there had indeed been very great changes in Ontario agricultural methods. Through the training given by the Agricultural College, and the twenty years' work of the Ontario Experimental Union in helping and teaching farmers to test on their farms varieties of grains, grasses, forage crops and roots; through the many and varied experiments of the College in time and methods of sowing and raising crops; by the thousands of farmers conducting experiments of their own in the nature and rotation of crops; by the use of commercial fertilizers and the frequent planting of clovers, peas, vetches, etc.; much progress had been made. According to figures published by the Ottawa Department of Agriculture the average wages of farm help in Ontario on Dec. 31, 1908, was $23.10 for males and $11.00 for females per month. Speaking at the Canadian Club, Toronto, on Nov. 16, Mr. C. C. James, Deputy Minister of Agriculture, esti-

* NOTE—Statistics given in the *Dominion Census and Statistics Monthly* for December, 1908.

mated the average value of the Ontario farmers' yearly production as $1,200 and the gross returns on capital invested as 17 per cent. He described what was being done to advance agricultural development: "An addition of even ten per cent. to the value of the annual output would mean an increase of $20,000,000 in the wealth annually produced in the Province. That increase and much more is easily possible. If we could have put in operation on the farms of Ontario all the improvements in the way of seed, methods of cultivation, drainage and better live-stock that we have knowledge of at the present time, the output of the farms of the Province could be increased not by 10 per cent. merely but by 100 per cent."

Much could be done in dairying where a possible increase in the milk product of cows might, alone, add $35,000,000 to the annual dairy product of the Province. The Government had recently posted eight graduates of the Agricultural College in County towns with a view to help the farmers along lines of scientific farming and the number would be steadily increased; it was setting apart more and larger areas everywhere as Forest reserves in order to develop and enrich agricultural areas now impoverished by lack of trees and water supply. The progress of agriculture meant the prosperity of the towns. "There is scarcely a town that has not within three and one-half miles of its centre two hundred farmers. If the output of the farms within this radius could be increased by $100 each per annum, the total would amount to an addition of $20,000 yearly to the business tributary to these centres. Looking at it in a broader way, the doubling of the agricultural output of the Province would add $200,000,000 a year to the amount of wealth annually produced in Ontario." Upon this general condition Mr. Lockie Wilson, Superintendent of Agricultural Societies, commented in his 1908 report. He mentioned the Department's prizes of $1,000 to be awarded to members of the Agricultural Societies entering the Field competition and added:

> The total value of the field crops grown in the Province of Ontario mounts to a very considerable sum every year but this could be largely increased if proper attention were paid to the selection of good grain, in the cultivation and tillage of the soil, and the destruction of weeds, more or less noxious, which rob the growing crops of nutriment, crowd and smother them in their growth and mature the seeds which are found in the grain as it comes from the separator—necessitating extra labour on the part of the farmer to rid the seed grain of their unwelcome presence. If the yield at the present time under what are, to a considerable extent, crude and unsatisfactory methods of farming, bulks so largely (although the average yield per acre is far below what it should be) it can be easily seen how the income of the Ontario farmer would be largely increased if by better methods of land cultivation and seed selection he secured an increase of yield in his crops of even a few bushels per acre.

In fruit growing the Province made steady progress during the year. The capital invested was estimated at $56,000,000 and the annual value of the fruit trade at $8,000,000. An allied industry

such as Canning was reported as numbering 66 factories which employed 7,000 hands and paid out $800,000 a year. Commercial floriculture was said to have grown 400 per cent. in the past ten years and to total $2,000,000 a year in production. Apple culture was freely urged by authorities, the value of the British market impressed upon the farmers, the absence of any need to bother about other markets urged, and the necessity of better and more honest packing insisted upon. The Beet-sugar question came in for the usual discussion. At the close of 1908 only one factory—that at Wallaceburg—was in operation. A Dominion Agricultural Bulletin reported as follows: "The experience of the farmers appears to have been decidedly more satisfactory than that of the manufacturer; especially in localities in which the soil is suitable for beet culture. A friable soil of clay loam or sandy loam, such as is found in many parts of Ontario, is well adapted for the growth and maturity of the beet root, and every farmer who will use the hand-hoe and horse-hoe diligently will hardly fail of a good crop of roots. Neither will he fail of a clean piece of land. The testimony of farmers in Ontario is that no other crop so effectually cleans the land, or so well fits it for barley, oats or wheat in the following season, as a well-tilled crop of sugar beets. It will kill out, they say, that tough-lived pest, the Canada thistle. There is no doubt that the land is greatly improved by the cultivation it receives and the operations are so simple that cheap unskilled labour, if properly directed, will serve the purpose." Four of these factories had been in operation in the Province and between 1903 and 1907 the Government of Ontario granted them in bonuses the sum of $370,906. Latterly, however, this policy had been abandoned. If the difficulties surrounding the industrial part of the matter could be surmounted there seemed no doubt that to the farmer the industry had been and could be made a very profitable one.

The Dominion Grange, which met in Toronto on Nov. 26th, had a number of requests to make the Ontario Government. They wanted each County to have the power of controlling the motor traffic on its own roads, hoped the Government would inaugurate a complete system of re-afforestation, opposed the bonusing of industries, and asked for higher taxation of railways. At the Winter Fair meeting in Guelph on Dec. 10 Mr. T. D. Wardlaw claimed that carelessness on the part of the farmers, who raised sheep for their wool, was the true reason for retrogression in the woollen manufacturing industry. The manufacturers had been forced to procure the wool from England and other countries, not because it could be produced more cheaply there but because it was placed on the market in better condition. Since 1882 there had been a decrease in the number of sheep in Ontario of seven millions. Sheep were kept profitably on the farms of Great Britain where rent and taxes were higher than in the Dominion. Despite changes of fashion standard-wools were always saleable. "Yet some

farmers in Canada adhere to such breeds as Cotswolds and Lincolns for whose fleeces the manufacturer has no use except to manufacture low grade carpet warp. The wool industry in Ontario has suffered from the disappearance of the small carding factory where the farmer learned the requirements of the trade through contact with the manufacturer." Mr. Wardlaw suggested that receiving and grading warehouses be established at centres in the Province. There the wool could be handled and sold at auction.

Sir Mortimer Clark, Lieut.-Governor, drew attention to an important matter affecting the farmers in a Toronto speech on Mch. 24th: "Railways would be of little benefit to the farmers unless there were good roads to connect the farm and the railway. It was unfortunate," said His Honour, "that farmers had been rather disinclined to spend much money on roads; because the construction of such roads would be of immense value to them financially. During many years of his professional practice he had been connected with Loan Companies and he knew that the value of a farm depended largely upon its situation in relation to the roads. The bad roads blocked the transport of goods to the market, causing both loss and injury, to say nothing of the wear and tear upon horses and harness. The social life of the farmer would also be improved by good roads. Farmers living away from the railway were isolated largely because of the bad roads. It was a matter of great consequence to the country to make farm-life happy and comfortable for the young. The disposition of the younger generation to move away to the cities and towns was greatly to be deprecated and this would be checked by the building of good roads which would improve the opportunities of social intercourse." The following were the chief Agricultural Associations in Ontario with their principal officers in 1908:

Association.	President.	Address.	Secretary.	Address.
Ontario Association of Fairs and Exhibitions.	William Laidlaw.....	Guelph	Alex. McFarlanc..	Otterville.
Western Fair Association....	W. J. Reid	London	A. M. Hunt	London.
Central Ontario Fairs' Association.	P. S. Ewing	Warkworth.	G. A. Hay.....	Campbellford.
Ontario Provincial Winter Fair.	Lieut.-Col. R. McEwen..	Byron.....	A. P. Westervelt..	Toronto.
Ontario Horse-Breeders' Association.	William Smith	Columbus..	A. P. Westervelt..	Toronto.
Holstein-Frisian Cattle-Breeders' Association.	C. A. Gilroy.....	Glenville ...	G. W. Clemens ...	St. George.
Western Ontario Dairymen's Association.	John Brodie.....	Mapleton ..	Frank Herns	London.
Eastern Ontario Dairymen's Association.	J. R. Dargavel.....	Elgin	R. G. Murphy	Brockville.
Eastern Ontario Poultry Association.	George Robertson	Ottawa	A. P. Westervelt..	Toronto.
Western Ontario Poultry Association.	Wm. McNeil.....	London	A. P. Westervelt..	Toronto.
Fruit Growers' Association of Ontario.	H. S. Peart..	Burlington .	P. W. Hodgetts ..	Toronto.
Ontario Bee-Keepers' Association.	F. J. Miller	Ealing	P. W. Hodgetts ..	Toronto.
Ontario Vegetable Growers' Association.	R. H. Lewis.....	Hamilton ..	J. Lockie Wilson..	Toronto.

The mineral production of Ontario continued to increase during 1908 and to illustrate more and more clearly the wonderful resources of the Province in this respect. In 1897 the total mineral output was hardly $4,000,000; in 1903 it was $12,870,593; in 1907 it was $25,019,373; in 1908 it was a little more than the last total. The first important development had been in nickel, then came Portland cement, then silver and pig-iron. In the matter of pig-iron and steel output there have during recent years been various fluctuations owing to the financial condition of the Lake Superior Corporation at Sault Ste. Marie but in 1908 active operations were carried on while the rapid development of the Atikokan iron region and the blast furnaces of the Company of that name, with the work being done at Moose Mountain, north of Sudbury, promised to at least tap the great deposits of iron unquestionably existing north of Lake Superior. Coal of good quality had not yet been discovered in Ontario but the Moose River district during this year shewed the existence of a fuel suitable for local use. In the southern part of the Province the stratified limestones revealed much natural wealth in the form of petroleum, salt and natural gas, stone for construction purposes, and lime deposits of brick, clay and marl. During 1908 the petroleum fields of Tilbury East and Romney, the gas discoveries in Haldimand and Kent Counties, gave an impetus to their respective industries.

To Cobalt special consideration is given further on but its development clearly illustrated in this year the good work done by the Ontario Bureau of Mines in its search for and discoveries of mineral wealth. It was this institution that first apprised the public of the real value of Cobalt's resources and it was Prof. W. G. Miller, the Provincial Geologist, who has since done so much by research and survey work, by classification and conclusions, by maps and reports, to keep conditions clearly before the people. The annual Reports published by T. W. Gibson, Deputy-Minister, contained a wealth of information. In the year under consideration the Township of Lorraine was surveyed and mapped and the Montreal River district and Gowganda country similarly treated; the Gillies Limit or Government-owned region was closely studied through the greater part of its 100 square miles; the iron ranges on the east shore of Lake Nepigon were investigated; the sulphurous and siliceous ores of Eastern as well as Northern Ontario were experimented with as to their fitness for utilization in blast furnaces; the treatment of concentration low-grade ores by magnetic processes was reported on by Mr. G. C. Mackenzie. The Government mining policy of taxing all mines at a flat rate of 3 per cent. on annual profits, above the exempted amount of $10,000, was maintained; these profits were based upon the gross receipts or value at the pit mouth less transportation of output, if paid by shipper, and actual working

expenses; in certain special cases such as the O'Brien, Crown Reserve, City of Cobalt, Right of Way, and Cobalt Townsite Companies a royalty of 25 per cent. was exacted either by the Government or the T. & N. O. (Government) Railway. The statistics of Ontario mining in 1907 and 1908 were as follows:

Table I. Mineral Production of Ontario in 1907 and 1908.

Product.	Value, 1907.	Employees, 1907, Number.	Wages, 1907.	Value, 1908.
Metallic.				
Gold	$ 66,399	160	$125,537	$60,337
Silver	6,157,871	2,038	1,532,067	9,116,008
Cobalt	92,751			111,118
Nickel	2,271,616	1,824	1,384,027	1,866,059
Copper	1,045,511			1,071,140
Iron Ore	482,532	276	192,036	574,839
Pig Iron	4,716,857	1,242*	808,681*	4,390,839
	$14,833,537	5,540	$4,042,375	$17,190,340
Less value Ontario iron-ore (120,177 tons) smelted into Pig Iron	282,702	....	....	456,176
	$14,550,835	5,540	$4,042,375	$16,734,164
Non-Metallic.				
Brick, tile, etc	3,082,053	3,358	1,299,881	2,600,000
Building and Crushed Stone	675,000	1,100	480,000	475,000
Calcium carbide	173,763	63	37,613	147,150
Cement, Portland	2,777,478	1,237	699,464	2,417,769
Corundum	242,608	247	168,333	11,437
Iron Pyrites	51,842	137	75,365	69,980
Lime	418,700	415	155,000	357,050
Mica	82,929	158	63,450	73,586
Natural Gas	746,499	191	110,832	988,616
Petroleum	1,049,631‡	435§	265,316§	703,773
Pottery	54,585	55	20,220	50,310
Quartz	124,148	101	52,400	52,830
Salt	432,936	194	85,935	488,330
Sewer Pipe	435,088	232	132,884	....
Miscellaneous	121,278	150	58,127	94,047
Non-Metallic	$10,468,538	8,073	$3,704,820	$8,529,878
Add net Metallic	14,550,835	5,540	4,042,375	16,734,164
Totals	$25,019,373	13,613	$7,747,195	$25,264,042

* Includes steel-making. † Included in Silver and Cobalt. ‡ Value crude product, exclusive of Dominion Government Bounty. § Petroleum refining works only.

Mineral Development in Cobalt and the North

In 1902 Cobalt, as either town or mining camp, was not in existence, the Montreal River had never been heard of by the public, the Temiskaming region was merely a wilderness through which an Ontario Government Railway was projected and of which the best that was known came under the head of pulpwood possibilities. In 1908 this strip of country was claimed to

contain the richest silver camp in the world and did unquestionably hold treasures of wealth for those who possessed patience, determination, capital and skill. To some riches had already come as the result of luck; to others because of the qualities mentioned above; to more from the unscrupulous manipulation of public confidence, and individual cupidity, by means of stock companies; to still more an actual loss of money had resulted through careless investment in wild-cat concerns or easy submission to the plans of the financial fakir. The difficulty had been to discriminate between the good and the bad, the real mine and the mere empty claim, the actual development operations and the bogus projects, the stock with a future and the stock not worth the paper it was printed on.

Certain facts may be stated in a preliminary sense. At and around Cobalt the silver actually existed—great veins of it, deep deposits of it, undoubtedly vast resources. The Ontario Provincial Geologist, Dr. Robert Bell and A. E. Barlow of the Dominion Geological Survey, Dr. Van Hise of the United States Geological Survey, agreed in that respect while production had rapidly proved the point. In an area of 12 square miles of this new camp there was produced in 1907 some 9,000,000 ounces of silver as compared with 12,000,000 ounces in the great silver State of Montana. The ore shipments of 1904 from 5 mines were $136,217; those of 1905 from 17 mines were $1,485,576; those of 1906 from 19 mines were $3,573,908; those of 1907 from 29 mines were $5,476,-555; those of 1908 from 28 mines were $9,500,000. Apart from private properties which published no reports the dividends paid on Cobalt mines to the close of 1908 totalled $11,265,914. Of these producing mines the output, up to the close of that year, was valued at $20,791,374 and in this connection it may be fairly said that the time of real development had come for Cobalt, that speculative crazes could not injure it seriously and that the camp as a great mining entity was firmly established.

But there is more to be said. The known mineralized area during 1908 widened up and around the Montreal River, while the speculative mining region at the same time expanded out of all proportion to actual proofs or production. The lessons of the Cobalt boom of 1906-1907 were lost in the wild new hope of the moment. In the year 1905 the Mining Companies licensed to do business in Ontario were 99 with a capital of $27,509,000; in 1906 the new (share) companies totalled 263 with a share capital of $184,677,000; in 1907 there were 321 with an authorized capital of $319,876,000—a total of 683 Companies with a nominal capital of $532,062,000. During 1908 this speculative process further expanded through alleged discoveries and fabulous estimates and advertised riches in the Montreal River region. In this connection, as previously with Cobalt and the Larder Lake district, the future was freely mortgaged and the public gulled into innumerable sugar-coated investments which could in the main, and in

the very nature of things, result in little but disappointment. The papers teemed with advertisements, new prospectuses, great enterprises, pleas for capital. The prospector was at work in earnest, the speculative broker profited largely, the simple or avaricious investor paid the piper. James Township, Smythe Township, the Elk Lake region and Elk City, Gowganda Lake, the Otisse, the White Mine, and the Moosehorn, were familiar names in the literature of ore discoveries or in the speculative columns of the papers. The game was a swift one, hopes were high in many circles, the region in all probability was really a rich one and geological conditions were very similar to those of Cobalt.

Actual conditions in and around Cobalt steadily improved during 1908. The town itself left the hectic condition of mining hopefulness for the staid position of a settled mining centre with sidewalks, fire-brigade, churches, manses, a hospital and a public school, a regular population and municipal prosperity. The boiler capacity of the Camp was stated in October to be 8,000 horse-power and there were said to be 58 compressors with 400 air and steam drills. The richness of the ores was no longer disputed; the question was merely one of degree and distribution. Putting figures already dealt with in another way it may be said that Cobalt shipped over the Temiskaming and Northern Ontario Railway in 1904, 158 tons of silver, in 1905, 2,336 tons, in 1906, 5,836 tons, in 1907, 14,851 tons, in 1908, 25,362 tons. The annual output of 1908 was, therefore, 986 per cent. more than that of 1906. The successful pioneers—Ernest Darragh, E. P. Earle, W. C. Chambers, W. G. Trethewey, J. H. McKinley, F. La Rose, John McMartin, R. W. Leonard, Alex. Longwell, L. H. Timmins, Albert and Clement Foster, M. and N. C. Wright, D. A. Dunlop and others —had made their fortunes, or lesser sums, but in any case had stamped their names on an interesting page of Canadian development. One of the events of the year was the merger of a number of properties—the La Rose Mines, Ltd., the Princess, the Fisher, the Eplett, the Silver Hill, La Rose Extension, and the University Mines, Ltd.—into the La Rose Consolidated Company, Limited, with an acreage of 319, a capital of $7,500,000 and an operating statement of the combination, up to May 31, 1908, which shewed expenses in development, mining, marketing, etc., of $535,000, profits distributed of $1,006,040, and 12,000,000 ounces of silver ore in sight. The practically-developed ore in hand was stated at $2,308,095. For purposes of permanent record at a period in its history when conditions have reached a substantial development and definite promise the following statistics of Cobalt's producing mines at the close of the year 1908 may be given:

COMPANY	Capital	Shares Issued	Par Value	Acreage	Shipments (Tons) During 1908	Total Tonnage to Dec. 31, 1908	Dividends paid or Declared to Dec. 31, 1908	SALES, 1908		Total Shares	Value
								Standard Exchange	Toronto Curb		
Amalgamated	$1,000,000	750,000	$1 00	60	.....	.....	.....	202,031	.....	202,031	$ 41,412
Beaver Cons'd	1,500,000	1,461,247	1 00	20	.....	.....	.....	1,363,159	823,767	2,186,926	990,194
Buffalo Mines	1,000,000	1,000,000	1 00	40	492·37	2,927·51	$297,000 00	1,175	2,032	3,207	9,264
Cobalt Central	5,000,000	4,761,500	1 00	770 40	278·97	356·30	95,230 00	506,460	94,835	601,295	293,201
Chambers-Ferland	2,500,000	2,311,000	1 00	124	251·95	251·95	.....	434,490	484,985	919,475	849,556
City of Cobalt	500,000	500,000	1 00	41	765·78	816·39	93,850 00	47,582	16,146	63,728	145,354
Cobalt Lake	5,000,000	3,929,166	1 00	47	202·94	202·94	.....	785,057	318.348	1,103,405	210,338
Crown Reserve	2,000,000	1,768,814	1 00	23	637·96	937·96	353,762 80	1,154,589	651,560	1,806,149	1,431,190
Coniagas	4,000,000	800,000	5 00	40	612·11	3,512·10	800,000 00	24,609	15,048	39,557	171,114
Elkhart	100,000	320,000	0 25	103½	.....	.....	.....	64,650	.....	64,650	20,076
Foster	1,000,000	915,000	1 00	40	188·65	701·63	45,799 00	522,306	237,521	759,827	479,210
Gifford	150,000	400,000	0 25	20	.....	.....	.....	79,590	.....	79,590	16,701
Green-Meehan	1,500,000	1,500,000	1 00	33	.....	135·42	.....	205,940	101,280	307,220	74,435
Hudson's Bay	25,000	7,761	1 00	340	1,110·04	1,252·57	1,024,452 00	208	.....	208	40,515
Kerr Lake	3,000,000	600,000	5 00	57	633·49	1,166·55	840,000 00	17,795	25,790	43,585	225,739
La Rose Consolidated	7,500,000	1,143,368	5 00	319	4,931·89	9,299·86	400,178 80	87,146	45,945	133,091	771,077
Little Nipissing	1,000,000	780,000	1 00	38 10	20·05	20·05	.....	777,618	183,420	961,038	412,757
McKinley-Darragh	2,500,000	2,246,937	1 00	122	1,831·05	3,124·96	357,509 92	170,163	59,827	229,990	237,524
Nancy Helen	500,000	500,000	1 00	46	201·67	231·77	.....	9,475	7,650	17,125	15,743
Nipissing	6,000,000	1,200,000	5 00	846	3,615·62	8,821·98	2,340,000 00	29,757	.....	29,757	257,115
Nova Scotia	2,000,000	2,000,000	1 00	38 30	264·08	580·24	.....	2,014,685	1,105,020	3,119,705	1,754,881
Otisse	2,000,000	1,500,000	1 00	41	.....	.....	.....	38,500	250,400	288,900	152,091
Peterson Lake	3,000,000	2,561,820	1 00	208	40·67	40·67	.....	1,142,750	236,475	1,379,225	464,418
Right of Way	500,000	499,518	1 00	19	768·10	943·72	139,822 27	3,211	2,980	6,191	21,413
Rochester	1,000,000	1,000,000	1 00	60	.....	.....	.....	696,750	359,115	1,055,865	298,193
Silver Bar	500,000	500,000	1 00	25	.....	.....	.....	127,209	.....	127,209	58,230
Silver Leaf	5,000,000	5,000,000	1 00	45	186·79	242·15	.....	3,461,940	1,010,771	4,472,711	736,298
Silver Queen	1,500,000	1,500,000	1 00	58	998·64	1,652·78	315,000 00	331,283	83,915	415,198	429,845
Temiskaming	2,500,000	2,500,000	1 00	120	733·97	938·79	375,000 00	1,960,529	720,838	2,681,367	2,853,118
Trethewey	1,000,000	945,450	1 00	43	1,408·53	2,679·17	217,453 50	413,407	479,551	892,958	1,051,418
University	1,000,000	100,000	10 00	56	.....	613·85	.....	55	.....	55	186
Watts	1,000,000	1,000,000	1 00	40	250·61	269·61	.....	108,185	570	108,755	71,736
	$66,775,000	46,001,581						16,782,304	7,307,789	24,100,093	$14,584,342

NOTE—Taken from the *Monetary Times*—a reliable financial paper of Toronto, Jan. 13, 1909. A few mines outside of the exact Cobalt region are included.

THE TOWN OF COBALT, WITH A VIEW OF COBALT LAKE.

These Cobalt mines had much to contend with. Lack of transportation had in 1908, however, been remedied, lack of smelters was being met, and the evils of speculation were almost exhausted; though the lower value of silver was having an evil influence. In 1904 the average value of ore per ton shipped from the camp was $838.15; in 1905, $678.88; in 1906, $661.46; in 1907, $434.00; in 1908, $384.41. It was claimed, however, that despite this difficulty Cobalt, or Ontario, and British Columbia together, at the end of the year in question, produced more silver than the production of Montana, Arizona, California, or any one of the American silver States. As to these conditions Mr. B. E. Walker of the Canadian Bank of Commerce spoke with authority in his annual address (Jan. 12, 1909) as follows: "Much the most interesting feature in the development of Ontario has been the Cobalt mining camp and the prospect of new areas of similar character. The actual silver shipments of 1907 have advanced us to the fourth position among the world's producers as compared with the fifth position a year ago. We have passed Germany and we may pass Australia in the near future. Up to the close of 1907 the total value of silver produced at Cobalt was $11,300,000; and of this about $6,000,000 was shipped in 1907, the average value being about 65 cents per ounce. The quantity of ore shipped in 1908 was about double that of 1907, but the average value having fallen to approximately 52 cents per ounce the money result is only about $9,500,000. Had the price of silver remained as in 1907 the value of the product of 1908 would have been about $12,000,000. The result is, in any event, very gratifying and is still due largely to development work."

Besides the La Rose amalgamation there occurred during the year the flotation of the Chambers-Ferland Mining Company with its $2,500,000 capital and a formation in its property described as exactly similar to the rich La Rose, Nipissing, and O'Brien Mines, amongst which it was situated; the sale of the Hargreaves Mining Company property to a syndicate of brokers in Toronto and Cobalt after a settlement of the suit brought by the Attorney-General of Ontario and under which a satisfactory arrangement was made regarding the title while 25 per cent. of the annual revenue from the mines and payment of costs in the dispute were promised by the Trustee for Mr. E. C. Hargreaves; the lease of the Peterson Lake property in alternate 10-acre blocks. The Gillies Limit or Government reserved property in the neighbourhood of Cobalt was not an object of sensational attention during 1908. The Ontario Department of Mines continued its process of careful prospecting and mining. Shafts were sunk, some silver obtained and shipped, some revenue received; but nothing of a spectacular nature occurred.

Taking the 29 big mines in Cobalt it was stated by the correspondent of the Montreal *Star* on Sept. 21st that 15 were under

Canadian control and the rest mainly held in American hands or partly so. Visitors poured into the region during 1908—a group of United States capitalists in charge of Mr. D. D. Mann early in June; a notable gathering of the Canadian Mining Institute, in charge of Mr. Mortimer Lamb and Professor W. G. Miller early in September and including English, German and American experts, as well as Canadians; a party of 30 gentlemen from Toronto, Montreal, New York and Ottawa on Sept. 21st; a group of 16 prominent citizens of Detroit toward the close of September and, about the same time, 250 members of the American Association of General Passenger Agents; the members of the Toronto Stock Exchange on Oct. 17th visited and studied the Kerr-Lake, La Rose, Nipissing, Crown Reserve, Coniagas and Trethewey properties; later on the Standard Stock and Mining Exchange of Toronto members came in a body. This latter organization—established in 1895—was a factor in the speculative history of this period; its transactions in 1907 being 6,715,842 shares and in the first nine months of 1908, 7,382,087. The President in this latter year was George Stevenson, the Secretary-Treasurer George Dunstan. At one time during 1908 there were 11 carloads of brokers in Cobalt.

Meantime continued shipments were recorded with many flourishes in the press. On Oct. 27th a "Cobalt Silver Special" carrying 13 cars of silver rushed from Cobalt to North Bay, on to Chicago and thence to Denver, for smelting purposes. The new dividend-payers amongst the Mines during the year were the Crown Reserve, the City of Cobalt, the Cobalt Central and the Temiskaming, while it was claimed that not only had the Camp become a permanent one with wages totalling $6,000,000 a year but that the big mines were holding back their best product for higher prices and paying dividends out of low-grade ore. *Moody's Magazine* of New York had an interesting estimate (made by Alex. Gray) of a total production in Silver which would reach $75,000,000 before "the lights went out." Speculation of a certain kind received a temporary blow in the prosecution, conviction and condemnation to 5 years in the Penitentiary of Frank Law for the notorious and fraudulent flotation of the *Silver Bird, Blue Bell, Lucky Boys, Highland Mary* and other "mining properties" (shared in by his partner Russell) and through which a deluded public had been gulled in 1907 to the extent of $235,000. Mr. J. J. Harpell of the *Canadian Mining Journal* was largely instrumental in having this case pressed to a conclusion. In this general connection the Grand Jury of the Sessions at Toronto on Jan. 21st warned the public against false Prospectuses and then added: "The flotation of these 'wild-cat' propositions depends largely for success on advertising in the daily press, and it is a regrettable fact that the newspapers do not caution the public in regard to ventures many of which are illusionary and fraudulent

on their very face. If the newspapers cannot be held responsible for aiding and abetting this kind of fraud, the Government should at least see to it that the laws are made wide enough to include fraud of all kinds perpetrated by the officers of the companies, and the brokers concerned, and furthermore that such laws are vigorously enforced." As a result of the situation which developed during the ensuing months of the year, the Provincial Secretary's Department issued on Nov. 20th the following statement:

Flagrant disregard of the Prospectus clauses of the Ontario Companies Act appears to be as great as ever. The Law and Russell prosecutions are forgotten by the press, the brokers, and the public. Flotations of the *Highland Mary* class and the methods there adopted seem to prevail unabated. While it is impossible to prevent recklessness by legislation, the Prospectus clauses should enable investors to ascertain some of the merits of shares offered for sale and should attach responsibility to company directors. They are unavailing unless enforced. It is well for those interested in the companies now before the public to know that steps are being taken to bring before the Courts a number of cases to which the attention of the Department has been called, unless those interested proceed at once to bring themselves within the law. These clauses require that all advertisements should set out the following: (a) Names, addresses and descriptions of Directors, their qualification and remuneration; (b) the minimum subscription on which Directors may proceed to allotment; (c) the amount payable on subscription and allotment; (d) the times when further calls may be made; (e) the amount of shares or debentures agreed to be issued otherwise than in cash, that is, for property or services; (f) the names and addresses of vendors of property to the Company to be paid out of the shares offered for sale and the amount to be paid; (g) the amount paid in commissions; (h) the amount paid to promoters and the consideration therefor; (i) the dates and parties to all material contracts and the place where they may be inspected, and (j) the interest of every Director in the promotion.

Discoveries or alleged discoveries were innumerable during the year. Nearly all the larger mines reported strikes, or new veins, and the Coniagas Company, Ltd., stated in its December annual Report that 13,000,000 ounces of silver were then in sight. As to the general situation Mr. J. B. Tyrrell, C.E., told the Mining Engineers of Great Britain on June 4th that "it is unsafe to make predictions concerning the future of any mine or group of mines, except such as are based upon the known extent of ore-bodies; but in Cobalt and its vicinity the rational optimists have certainly been reaping the large rewards, and there does not seem to be any sufficient reason why the success that has attended these optimists should now desert them, even if many of them have in moments of exaltation capitalized their good fortune in higher figures than they should have done. Whether the companies that own mines in the Cobalt district will pay satisfactory dividends on their stock at present market prices, or not, is beside the question. Many of the mines have undoubtedly yielded to their owners enormous profits over and above the cost of extraction of the ore, and there is every reason to believe that they will continue to yield large profits in the future."

In this address Mr. Tyrrell also referred to the Elk Lake district on the Montreal River, 35 miles north-west of Cobalt, which had been the speculative sensation of the year. He mentioned the discovery of many silver-bearing veins as to which the Ontario Government authorities were said to have certified the presence of native silver in 160. In this region it was claimed in a local paper that 300 discoveries of native silver had been made between December, 1906 and December, 1908, throughout the Elk, Silver, Bloom, Miller and Gowganda sections. Yet not one acre in a thousand had been systematically explored. Early in the year prospectors had been steadily going into the country but capital was largely unavailable—partly because of the depression and partly because of the natural reaction from Cobalt over-speculation. Specimens of ore received, however, were encouraging and the conviction had deepened slowly that there might really be in this district a geological and mining extension of Cobalt. Early in July the rush to Miller Lake, Gowganda and similar sections commenced and Dr. A. E. Barlow of the Geological Survey went over the field and reported geological conditions to be almost identical with those of Cobalt and expressed hopes of the ultimate discovery of silver in paying quantities. He emphasized certain points which might strengthen the opinion that the Montreal River mining region will become in the near future a permanent mining camp: "(1) The very wide extent of country over which mineral veins have already been found; (2) the large number, width, continuity and well-mineralized character of many of the veins so far located; (3) the very general presence of native silver in these veins; (4) the great richness of some of the ore already secured, some of which compares favourably with the best found in the veins of Cobalt."

Then came the newspaper period, the rush of mining settlement, the growth of Elk City and Gowganda on the Lakes of similar name, the pressing need of railways, or construction of roads, the demand for telegraph communication and mail service, the stories of sudden wealth, the declaration, for instance, of the Toronto *World's* correspondent (Nov. 26) that Gowganda would be a second Cobalt, the talk of pure silver protruding from the surface, the claim that the actual and known silver area of the Province by the close of the year covered 100 miles from the shores of Lake Temiskaming to Elk Horn. In its issue of Dec. 1 the *Canadian Mining Journal* published the following comment: "The general impression formed by your correspondent was that there is no such thing as a mine in the district. In fact, development work is hardly properly in swing. It will take at least six months of continuous work to get beyond the first stages of development. Unprejudiced visitors will admit that what this and the rest of the Montreal district offers is a fine chance for putting money into investigating the promising surface showings. But

nowhere is there anything that should be or can honestly be called a mine." Meanwhile the Larder Lake district which had been a sensational feature of 1907 was being slowly and carefully studied for its alleged gold resources. The "wild-catting" of that year had done much harm and money was not readily available for actual development purposes. Steady work, however, was done on the Harris-Maxwell and Reddick claims and Larder City made substantial progress as a miners' supply centre.

Policy and Legislation of the Whitney Government

Associated with the Government of the Province though not, of course, with the policy of its Administration was the retirement of Sir W. Mortimer Clark from the position of Lieut.-Governor and the selection of Lieut.-Colonel, the Hon. John Morison Gibson, LL.D., K.C., as his successor. It is probable that no more popular representative of the Crown has ever held office in Ontario than was Sir Mortimer Clark and it is certain that few have equalled him in that respect. The kindly character of His Honour's public work and the graceful hospitality of Lady Clark and their family had for five years distinguished Government House and it was with regret that very many heard of their retirement. Colonel Gibson had been for 20 years a well-known public man in the Province, a member of the Mowat, Hardy, and Ross Governments, a militiaman for 40 years, President, in turn, of the principal Rifle Associations of Canada, Commander of the Wimbledon Team in 1881, a prominent lawyer and an active Mason. A banquet was tendered him by the citizens of Hamilton on Dec. 1st with Mr. Robert Hobson in the chair and 175 representative citizens present to do honour to one who had lived so long in their midst. Upon two occasions during the year—on June 13th and on Dec. 12—Chief Justice Sir Charles Moss was gazetted to be Administrator of the Government in the temporary absence of the Lieut.-Governor from the Province.

The Whitney Government continued during 1908 to hold the undoubted respect and confidence of the people. To the Premier's personal bearing and character, his reputation for undeviating honesty of statement and action, much of this public sentiment was due. On Mch. 2nd the Borden Club of Toronto tendered Mr. Whitney a banquet and a party ovation. Mr. R. L. Borden and others spoke and the Provincial Premier reviewed his Government's policy and three years' work at length. First the pool-rooms had been closed and the numbered ballot abolished. School book prices had been reduced. "When it comes to new books," he announced, "if we can't keep the price down we will make the books ourselves." The University had been taken out of the mire and put on a sound basis; the Mining law had been revised and put in charge of a practical man from North Ontario; the License law had been enforced and Law reform was begun; Agricultural schools had been launched and were already being over-crowded.

Special pride was expressed by the Premier in the reform of the Public School system—to which the Government was contributing $272,000 more than paid by the late Government. Finally, the Power question was dealt with in characteristic terms of absolute conviction. At the Albany Club, Toronto, on Apl. 1, the Conservative members of the Legislature banqueted Mr. Whitney, and an Address was read by Mr. J. H. Fisher, which had been signed by all the Party members in the House. It declared that on the eve of the dissolution of this first Conservative Legislature of the Province his supporters desired to testify to his splendid services. "For several years as Leader of the Opposition you laboured zealously and unselfishly for good government; when recognition of your high character and ability placed you at the head of the Government, you brought to the office the same earnestness and honesty of purpose which had characterized your conduct in public and private life; and your candour and firmness in dealing with public questions have won the admiration of the whole people of the Province. Under your leadership all Departments of the public service have been capably and honestly administered; much important constructive legislation has been placed upon the statute books; and the record of the Legislature about to be dissolved will form an important chapter in the history of the Province." Mrs. Whitney was warmly complimented and with the Address a handsome Cabinet of silverware, said to have cost $1,000, was presented. Dr. Preston presided and also spoke of the Premier and his work in terms of eulogy.

Speaking in the Legislature, on Apl. 10, Mr. Whitney administered a pronounced rebuke to "lobbyists" and a specific warning. "A number of people have come to this Government with every kind of legislation that can be imagined and four-fifths of which is absolutely wrong. During the last ten days, between the door of my office and the door of the Legislative Assembly, I have been stopped every day by from three to six people, five out of six of them good and reputable citizens, but all asking for something that should not be granted—some interference, some letting down, some getting around, or some crawling through. I have come to the conclusion that I will never go through the same ordeal in this respect again. It is intolerable in a British Legislature, and I propose to find experts in this Dominion by whom the rules of the House can be so revised that such attempted approaches will be impossible, and proceedings may be more regular." The correspondence between Mr. Premier Whitney and Senator Robert Jaffray as to the latter's retirement from the Niagara Falls Park Commission was interesting rather than important. In his letter of resignation the Senator had resented a reference by the Premier to him and others as "hirelings of the Government." To this criticism Mr. Whitney replied on May 18th withdrawing the word "hireling" as having been used jocosely but concluding as fol-

lows: "Perhaps I may be permitted to say in addition that when one considers that the newspaper (*The Globe*) of which you are the business head has been engaged for the last month, to go back no further, in vilifying and traducing, as far as careful attention to the laws of libel will apparently allow you to go, men who are at least your peers and who are, also, at least easily your equals in every quality which goes to make up good citizens and good men, one cannot but feel surprised to find you the wearer of so thin a skin." The Senator replied by expressing pleasure that he was no longer an official of a Government which had "forfeited all claims upon the support of the people of Ontario." The honour of Knighthood conferred upon Mr. Whitney by the Prince of Wales at the Quebec Tercentenary was unanimously approved. *The Globe* of July 24th declared that "all Ontario people will join in congratulating the Premier" on this Royal distinction. The tribute of *The News* was of a very high type and well worthy of permanent record:

> The honour of knighthood comes naturally to Mr. Whitney. He is of the New World, and a democrat of robust type, but he has never affected to despise Imperial decorations and all his sympathies lie with British ideals and British practices. A man of singular modesty, Mr. Whitney will feel that it is the office which he holds, rather than any merit in himself, which is distinguished by the Imperial favour. In this very unconsciousness of self and simple indifference to his own achievements is the strength of the man's character. It is not much to say that Sir James Whitney is an honest man. The country is full of honest men, and they are in politics as well as in every other trade and pursuit. But in certain features of his character he is a new type in Canadian politics. He has something of the steadiness of John Sandfield Macdonald without the slow caution and unimaginative outlook which Sandfield Macdonald's career reveals at various crises in the country's history. In his intolerance of chicanery and dodging, he resembles Alexander Mackenzie, and he is not so very dissimilar to Mackenzie in his methods of party management. He is not an adept at smooth speech and misleading phrases. But in social intercourse he has the courtesy of an old-fashioned gentleman and a gracious friendliness which is often very attractive. He is never on parade. He never seeks to swell himself to great dimensions. In all the art and craft of personal advertisement he is an amateur and a bungler. So will he be to the end of his days.

Sir James Whitney left for a trip to England on Aug. 10th and the Hon. J. J. Foy, Attorney-General, was appointed Acting Prime Minister in his absence. Only two changes occurred in the Government during the year. One was caused by the death on Apl. 2nd of the Hon. W. A. Willoughby, Minister without Portfolio; a kindly, popular and much respected member of the Legislature during many years. His place was not, however, filled. The other change resulted from the defeat of Mr. Nelson Monteith, Minister of Agriculture, in the general elections. He continued to act for a time as Minister and there were many public expressions of hope that a seat would be found for him. His retirement, however, came into effect on Oct. 6th when Mr. James Stoddard Duff, a practical farmer, a prominent Orangemen, and for ten

years member for West Simcoe, was appointed to the position. Meantime a number of deputations had asked the Government for many things. On Mch. 17th men claiming to represent 2,000 of the unemployed in Toronto waited on the Premier and were advised to get out of the city and seek country work. As to the general question of immigration he said: "In most respects I think that the Salvation Army has done better than any other organization but I am afraid it is the only one that has made an effort to do its whole duty. In the future, however, neither the Salvation Army nor any other institution will be allowed to bring men here who are not needed and not wanted. We shall require the immigrant to have some means or to be qualified to engage in farm-work." A deputation of 100 persons was received by Mr. Hanna, Provincial Secretary, and some of his colleagues on Mch. 18 and they asked an increase in the Government grant to Hospitals which had of late years been decreasing in comparison with other parts of their income.

A number of influential men from Sault Ste. Marie and the North asked the Government, on Mch. 20th, to complete the Algoma Central Railway to a point where it would form a junction with the National Transcontinental. It would thus tap the "great clay belt" and reach into and develop a large and important region which was said to be rich in timber and minerals. Mr. W. H. Hearst, K.C., of the Sault, pointed out that between Sudbury and Port Arthur, a distance of 500 miles, there was a splendid tract of country, extending back for hundreds of miles from the shores of Lake Huron and Lake Superior. It was capable of supporting millions of people if properly developed. The only railways traversing it were the main line of the Canadian Pacific and the Soo branch of that line. The first-named ran along the Height of Land and the second along the Lake shore line and neither was of any use for colonization purposes. Seventy miles of steel had been laid on the main line of the Algoma Central, 100 miles graded, and on the last 30 miles to the C.P.R. nothing had been done. The completion of the road and its branch would necessitate an expenditure which he estimated at $14,000,000. The Premier replied that the Government policy was opposed to Railway bonuses but, of course, there might be an exception where the need was universally admitted, and this matter would be carefully looked into. Another deputation on Nov. 18 asked the Government to build, equip, and maintain, one or more institutions for indigent and other consumptives. The Hon. Mr. Hanna's advice, in reply, was that those present should have had their request endorsed by resolutions of the County Councils, with the pledge that the counties would pay for the maintenance of indigent cases from their respective municipalities.

This Minister took energetic action toward the close of the year against a number of mining companies which had been violating

the law as to particulars and details published in their Prospectuses or advertisements. Mr. Hanna was also a prominent figure in the Federal elections and gave much-appreciated aid to Mr. R. L. Borden; he was charged by *The Globe* at the close of the year with being the chief offender in the Government in the use of a Patronage List for his Department. The reply was a quotation from Toronto newspapers of recent advertisements asking for tenders in the matter of supplies for the chief Provincial institutions. *The News* (Dec. 9) added that "since the present Government attained office four years ago Liberal dealers have furnished the Toronto institutions with about fifty per cent. of all the coal they have used. The Liberal dealers put in the lowest tenders, and got the contracts." One interesting incident of the year was the gazetting on Jan. 25th of a list of 180 King's Counsel with a statement issued from the Attorney-General's Department to the following effect: "The appointment of King's Counsel has been a question difficult to deal with, and this accounts for the delay in the making of the list. Up to, say, twenty-five years ago, barristers outside of Toronto, as a rule, sent their more important business to a few leaders of the Bar here; and the selection of Queen's Counsel—made on strictly professional grounds—was much easier than it is to-day when the argument of important cases is not confined to a small group of professional men in Toronto. To-day the majority of the members of the Bar in this Province are capable of dealing with, and do deal with, any important litigation which may come in their way. The situation is further complicated by the fact that for many years back, at each creation of Queen's Counsel, a large number of Conservative barristers have been passed over, although well qualified. Indeed, since 1890, 166 gentlemen have received silk at the hands of the Ontario Government, less than twenty of whom were Conservatives. No fair-minded person will defend such injustice." Hence the formidable list in which there were active Liberals as well as prominent Conservatives.

Echoes were heard during the year of the secession cry in parts of Northern Ontario and, on Feb. 14, a meeting at Cobalt listened to some strong addresses on the subject in which complaints as to the Mines Department and criticism of the operation of the T. & N. O. Railway seemed to be the chief subjects. As this constituency in the succeeding elections, and most of the Northern constituencies, returned Government supporters there does not appear to have been very much feeling behind the charges. In August, 1908, the Report of the Medical Superintendent of the Hospital for the Insane, Toronto, dealt at length with the immigration of which Mr. Hanna had made so conspicuous a feature in his Federal campaign speeches. Dr. C. K. Clarke pointed out that of 262 persons admitted to the Asylum during 1907, 134 were what he termed "foreign-born"—British as well as foreign—and

that 77 were recent arrivals who should never have been admitted to Canada. Provincial figures for that year shewed a total number of 816 native-born and 346 outsiders who had been born, chiefly, in Great Britain and the United States—being 25 per cent. of the inmates though representing only 16·52 per cent. of the population of Ontario. The cost of maintenance had been $61,339 and, in proportion to the population, should have been $28,115. A return submitted to the Legislature on Mch. 24 shewed that in 1902-4, under Hon. G. W. Ross, there were six Royal Commissions appointed at a cost of $50,083 and in 1905-7, under Mr. Whitney, there had been 15 such Commissions at a cost of $136,925. Another interesting statement was made public on Apl. 3rd and shewed that during the past three years of the Whitney Government there had been 238 vacancies created in the Civil Service of which 31 were by dismissal and 134 by resignation. There were at the beginning of 1908 employees numbering 817 as against 704 on December 31, 1902.

A passing political issue was the demand of the Toronto *Globe* in June that the Ontario Attorney-General should investigate certain Combines said to be operating in the Province and which Mr. J. W. Curry, K.C., a leading Liberal, declared (June 29) to be extorting $3,000,000 a year from the consumer. The Hon. Mr. Foy stated in reply that a number of these Combines, if they were such, originated in Quebec, and suggested that the Attorney-General of that Province be approached. As to the Tack combine, about which specific complaint had been made, Mr. Foy said that after consulting with eminent Counsel he had been advised that they could not succeed in getting a conviction. Consequently the case was dropped. The cases of some other Combines under consideration had been placed in the hands of Counsel and were still there. Some criticisms were made during the year of the administration of criminal justice and W. J. Wells of Toronto was especially vigorous in press denunciations of the Detective Service of the Province in connection with the Barton and other murders. It was unofficially stated in July that this Provincial force might be re-organized at a future date. Early in the year the Provincial Secretary's Department completed a very thorough re-arrangement of its internal system. The chief appointments of a Provincial character during 1908 were as follows:

Appointment.	Name.	Address
Official Secretary to the Lieut.-Governor ..	Major J. F. Macdonald.	Toronto.
Police Magistrate, County of Brant.....	W. C. Livingston.....	Brantford.
Police Magistrate of North Bay	Silvanus Wergar	North Bay.
Provincial Immigration Inspector in London, England	N. B. Colcock	Niagara Falls.
Police Magistrate of Nipissing District	A. B. Banting	Moose Factory.
Police Magistrate, County of Frontenac....	William Lawson	Elginburg.
Police Magistrate of East Toronto	W. H. Clay	East Toronto.
Police Magistrate of St. Catharines.....	J. H. Campbell.....	St. Catharines.
Registrar of the Court of Appeal	N. F. Paterson, K.C....	Toronto.

Appointment.	Name.	Address.
Police Magistrate of West Toronto	Peter Ellis	West Toronto.
Registrar of Waterloo County	J. M. Scully	Waterloo.
Principal Ontario Veterinary College	Dr. E. A. A. Grange	Toronto.
Sheriff of County Hastings	N. B. Morrison	Trenton.
Land Commissioner of T. & N. O. Railway	Frederick Dane	Toronto.
Queen Victoria Niagara Falls Park Commission	Lionel H. Clarke	Toronto.
Sheriff of Essex County	J. E. D'Avignon	Windsor.
Registrar of Lennox and Addington	James Reed	Addington.
Police Magistrate of Windsor	G. J. Leggatt	Windsor.

The relations of the Government with that of the Dominion were not always cordial during the year. Issues, little and big, arose from time to time which caused controversy. The encroachment of Federal legislation upon Ontario Railway jurisdiction in a list of over 40 railways was one of these questions and, on Jan. 28th, it was announced that the Ontario Government took the position that an understanding should be had providing that electric railways be put under the jurisdiction of the Provinces, but that lines which are rather steam than electric should be put under the Dominion; and that in their relations with municipalities, all roads should be under Provincial rather than Federal control. Mr. Graham, Minister of Railways, replied in this connection, that the difficulty was to determine the line of demarcation. "I take the ground that this demarcation is not to be found in the propelling power of the road but in the nature of the service it is performing. In any event, whether the railways are put under Provincial or Federal control, no opportunity will be left to the Railway companies to impose on the rights of municipalities." In the Co-operative Bill, before the Dominion Parliament during the Session, it was claimed that a direct invasion of the rights of Provincial Legislatures was involved and Mr. R. G. Code, K.C., of Ottawa was appointed to watch proceedings on behalf of the Ontario Government. The measure did not, however, become law at this time. The presentation of the Ontario and Michigan Power Co. Bill to Parliament evoked a demonstrative protest from the Ontario Government and Legislature. It was claimed that this legislation, if passed, would give away valuable water-powers, and privileges, and exportation rights, which were properly under Provincial ownership or control. Mr. Whitney introduced and carried by 59 to 19 a long Resolution which first recapitulated the terms of this proposed Dominion legislation and then continued:

That the House views with alarm the repeated encroachments of the Parliament of Canada on the rights of the Province, and its efforts to withdraw from Provincial jurisdiction and control works of a purely Provincial character, and earnestly protests against such action, which this House believes to be contrary, if not to the letter to the spirit of the British North America Act and to the intention of the framers. That in the opinion of this House the proposed legislation would be an unwarranted and illegal interference with the territorial sovereignty of the Province and with its exclusive legislative authority under the British

North America Act, and this House earnestly and firmly protests against the proposed Bill being given the form of law.

And this House hereby declares its readiness and determination to support with all means, constitutional and material, which it can command, the Government of Ontario in taking such measures and proceedings as may be deemed requisite to assert, maintain, and defend the legislative and territorial sovereignty of the Province against all aggression and encroachment by the Federal Government and Parliament, and, if necessary, in appealing to the Imperial Parliament for such amendments to the British North America Act as will safeguard the sovereignty of the Province therefrom.

On behalf of the Liberals Mr. A. G. MacKay moved an amendment, lost on the same division, which declared that the measure in question was a private bill for which the Government of Canada was not responsible; asserted vigorously the duty of the Provincial Government to guard territorial rights whenever threatened; and suggested a Conference between the Dominion and Provincial Governments to discuss and determine the points at issue. The measure was not pressed at Ottawa. Meantime the long-standing difficulties over the dual control of Fisheries in the Province reached what was practically a deadlock. The Provinces owned the Fisheries; the Dominion had power of regulation; and in the case of Ontario and British Columbia little differences were constantly arising. During the year Mr. S. T. Bastedo, one-time Deputy Minister of Fisheries at Toronto, was appointed a Special Dominion Commissioner and he conferred with the Ontario Government in the matter without, however, any very definite result. The Aylesworth Election Act clause, taking over and making Lists in certain Northern Ontario districts instead of utilizing the Provincial ones, created much dissatisfaction at Toronto and was made a minor issue in the General Elections; the Hon. Adam Beck, speaking at St. Catharines on Mch. 12th, protested against the Dominion Government retaining the duty on soft-coal and declared it a special hardship to the people of Ontario; the refusal by the Dominion Government to give the usual subsidy to the Temiskaming and North Ontario Railway, because it was a Provincial-owned line, was another grievance and it was claimed to be a policy which was not followed in regard to Quebec roads.

A somewhat important minor issue of the year in a constitutional sense and also because of its mining, legal and political possibilities, was the Cobalt Lake legislation and policy of the Ontario Government. Beginning in 1905 in a dispute between individuals as to the recording of claims in the body of Cobalt Lake; becoming afterwards a question of discovery, or no discovery, upon which the claims of W. J. Green and the Florence Mining Company were based; involved in a legal controversy as to the conditions under which the Lake had been thrown open for exploration and discovery and when or how it was withdrawn; connected with the Government's mining regulations and their observance or otherwise by Mr. Green; the matter assumed definite pub-

lic shape when, in the Session of 1906, an Act was passed validating the Government's action in withdrawing the Lake from exploration on Aug. 14, 1905. At the close of that year the bed of the Lake was sold under public tender to the Cobalt Lake Syndicate—which was afterwards incorporated with a capital of $5,000,000—the Government being paid $1,085,000 and over $3,000,000 worth of stock being purchased by the public at 85 cents a share. The Florence Mining Company, through its energetic solicitor J. M. Clark, K.C., then pressed a legal and general campaign for what they termed their rights. Their claims the Provincial Government considered and stated to be trivial and absolutely baseless; declined an investigation and refused to submit a stated case to the Courts; issued a patent to the Cobalt Lake Company in due course and by an Act of the Legislature in 1907 gave that Company a definite title—as to which the Florence people promptly appealed to the Dominion Government for disallowance.

The position of the Ontario Government in the matter was an absolute denial as to Mr. Green having any right to make a discovery or to prospect on Cobalt Lake; the definite claim and Legislative confirmation that by Order-in-Council dated 14 Aug., 1905, the Lake was withdrawn from prospecting and held for the Crown while the alleged discovery had taken place in March, 1906; the statement that during the time in which the Government advertised the sale of the Lake-bed by public tender in November, 1906, and until the actual sale for $1,085,000 was finally announced on Dec. 21st there had been no effort made by the Florence Mining Company or Mr. Green to assert any alleged claim; the statement that this was only done after the sale when it might create difficulties for the successful tenderers in the raising of money to make payment on Jan. 4, 1907; the contention that everybody knew in the Cobalt mining region of the withdrawal of the Lake from prospecting, that the Mining Recorder claimed to have had the notice hanging in his office—a point denied by Mr. Green—and that even if the latter had not known of the withdrawal he should have known; the statement that it had become quite a common practice for speculative persons to attack mining companies having patents from the Crown upon most frivolous pretexts—thus clouding titles, checking financial investment, hurting development and serving often as merely a means to obtain money from companies anxious to avoid litigation. Hence the Act of 1906 and the contention of Hon. J. J. Foy in his letter to Mr. F. W. Kingstone dated Feb. 17, 1908, that "the Act of 1907 was in part for the purpose of putting an end at once to what was said to be litigation that had no foundation whatever, and which could have been kept running for years, and would embarrass the mine owners and prevent the work of development —all at the instance of parties who had absolutely no claim whatever."

The Florence Mining Company contended that a valuable discovery of mineral had really been made, that all conditions under the Mines Act had been fulfilled, that the Cobalt Lake, despite the Government's action and Order-in-Council, was legally open at the time because the Township of Coleman in which it was situated was thrown open on Oct. 30, 1905, that the Act of 1907 was destructive of Provincial credit, prejudicial to the Dominion as a whole, an attempt at confiscation, a repudiation of Provincial obligations, and based upon assumptions which were incorrect. On Jan. 15, 1908, Mr. Justice Mabee granted the application of this Company for postponement of its case against the Cobalt Lake Company, which had been proceeding for some time, until a decision in the matter of Federal disallowance was arrived at. On June 8-10 the case came before Mr. Justice W. R. Riddell who dismissed it in a finding of which the official condensation was as follows: "This action was begun on Dec. 26th, 1906. The plaintiffs alleged that the patent to the defendants was issued erroneously, and should be set aside, that the rights of the defendants were subject to the rights of the plaintiffs, and claimed consequential relief. The defendants said that the Cobalt Lake was not open for discovery, that Green did not observe the provisions of the Mines Act and that the patent to the defendants was valid. Held, that there is no ground upon which the plaintiffs are entitled to recover. If the plaintiffs acquired any rights the Legislature has power to take them away and did so effectually, by the Acts of 1906 and 1907, Edward VII., ch. 12 and 7 Edward VII., ch. 15. The only recourse for the plaintiffs is to appeal for consideration to the Lieutenant-Governor-in-Council." The following extraordinary comment was made by the Judge: "In short, the Legislature within its jurisdiction, can do anything which is not naturally impossible and is restrained by no rule, human or divine. If it be that the plaintiffs acquired any rights—which I am far from finding—the Legislature has the power to take them away. The prohibition 'Thou shalt not Steal,' has no legal force upon the sovereign body, and there would be no necessity for compensation to be given."

The case was then carried to the Court of Appeal by special permission. Meanwhile, the Dominion Government had been reviewing certain disputed legislation of the Ontario authorities and amongst them the Statutes respecting the legality of the Cobalt Lake patent. On Apl. 29 a Report of the Minister of Justice (Mr. Aylesworth) approved by the Governor-General-in-Council, declined to intervene or to disallow any of the Acts in question. As to the principal one in dispute the Minister expressed the opinion that authorities and one-time precedents would seem to require disallowance. But of late years different views had prevailed and it was now recognized that action should not be taken in such cases—"even though Your Excellency's Ministers consider the

legislation unjust or oppressive, or in conflict with recognized legal principles, so long as such legislation is within the power of the Provincial Legislature to enact." After discussing the various conditions under which disallowance should now be exercised Mr. Aylesworth added that "the legislation in question, even though confiscation of property without compensation and so an abuse of legislative power, does not fall within any of the aforesaid enumeration." These comments were resented by the Provincial Government as being not only inaccurate in their alleged basis of facts but partisan, biased, and unfair in their conclusions. In certain financial circles not friendly to the Whitney Government and by the Liberal press it was claimed that this whole legislation and policy had been injurious to Ontario credit, hurtful to mining development and shaking the security of titles. As to these views the Government's contention was that it had really been trying to conserve local credit and financial investments. The Act in question had been passed to secure the purchaser's title, to alleviate financial distrust and to protect Provincial revenues.* In the Report of Hon. J. J. Foy as Attorney-General in the Provincial Cabinet, and which was afterwards submitted by Mr. Whitney to the Governor-General-in-Council as a protest against disallowance, it was pointed out that:

1. The matter is one concerning the Crown Lands of the Province in the development of the mining properties of which the policy of the Government has been carried out and for which they are responsible to the Legislative Assembly.

2. The matter is one seriously affecting the revenues of the Crown in the Province and the credit of the Crown in dealing with purchasers of the public domain, for which matters they are responsible, and a sale having been made after full notice to all concerned it would seriously affect the credit of the Province if the title of the purchaser were interfered with.

3. The Act complained of is a guarantee of title to the purchasers from the Crown to which it was thought the purchasers were entitled and is a measure of protection to the revenues of the Crown.

4. The Act covers other lands as well as Cobalt Lake and could not be disallowed without affecting the title of others than those concerned in Cobalt Lake.

5. The matter in question is one within the undoubted legislative authority of the Legislature of the Province.

6. No injustice is done because the rights of all parties having claims such as those set up in the petition are amply protected by the enactment which permits them to be submitted to the Lieut.-Governor-in-Council for adjudication and full justice will be administered should any such claims be submitted.

The 4th Session of the eleventh Legislature of Ontario was not an eventful or particularly crowded one A good deal of the most important legislation promised by, or immediately expected from, the Whitney Government had been enacted. Some measures,

*NOTE—A number of shareholders in the Cobalt Lake Mining Company early in the year petitioned the Government to pay alleged losses in connection with this litigation, but the Government was understood to deny all responsibility in the matter.

however, were put through of considerable interest and practical value. The House was opened on Feb. 5th by Sir W. Mortimer Clark, Lieut.-Governor, in a Speech from the Throne which expressed satisfaction that the Province had suffered less from the financial stringency than many other countries; stated the first payment of the additional Dominion subsidy had been received, but no settlement had yet been effected of the Boundary question to the north; mentioned substantial progress as having been made in revising the Statutes of the Province and construction of the Temiskaming and Northern Ontario Railway as continuing steadily—the rails being laid 208 miles beyond North Bay and about 40 miles south of the probable junction with the Grand Trunk Pacific; described the "very fair progress" made in the Cobalt mining region and the "satisfactory investigation and working" of the Gillies Limit; stated that the Provincial Minister of Agriculture had visited Great Britain and made useful arrangements as to the supervision of emigration; mentioned the establishment of a Demonstration Farm at Driftwood River in Northern Ontario; referred to the official mission of Hon. W. A. Willoughby, Dr. Clarke of the Insane Asylum, Toronto, and Dr. Ryan of that at Kingston, to Great Britain and the Continent in order to investigate methods of treating and caring for the Insane; promised legislation dealing with Prison labour, Law Reform, redistribution of seats, increased appropriations for urban schools, amendment of the Mining and other laws.

The Address in reply was moved by C. R. McKeown, K.C., of Dufferin and seconded by A. E. Donovan of Brockville, on Feb. 6th, and the debate continued intermittently until the 25th. During the debate Mr. Harcourt, late Minister of Education, urged (Feb. 11) that more support be given to Technical Education and especially to trade schools, declared that there was "a primrose path to the professions but not even a blazed trail to a single trade," and claimed that the enormous majority of urban school pupils in Ontario never reached the fifth Reader and a state of even reasonable education. On the 12th Mr. C. N. Smith (Lib.) wanted more transportation facilities in Northern Ontario and more colonization roads, estimated the timber in that region as worth $120,000,000, and asked for steps to be taken in the local development of pulp-wood interests. Lieut.-Colonel Hugh Clark (Feb. 18) claimed that the Government had won the rare distinction of having carried out its pre-election promises, and defended the three-fifths clause in the Local Option law as well worthy a good trial. "The three-fifths vote has been of value. In 13 years prior to the requirement of the three-fifths majority, 170 By-laws were passed, while in the past three years alone 70 had been carried." Mr. T. H. Lennox warmly defended the Government in the matter of official appointments. The Liberals had consistently appointed partisans for 32 years; in his own riding of North York

out of 74 Justices of the Peace appointed in that period 73 had been Liberals. The Whitney Government, despite the preceding partisan actions of Liberal employees in the Civil Service, had retained them in office. "The Government would have been fully justified in cutting off the heads of these officials but had, instead, retained their services and even increased their salaries. It has also continued in office a dozen persons appointed by the late Administration subsequent to its defeat in January, 1904."

On Feb. 25th Mr. A. G. MacKay, K.C., Leader of the Opposition, spoke at some length. He analyzed financial conditions and claimed that many important parts of the revenue resulted from Liberal legislation which had been opposed by some, at least, of the Conservative leaders whilst certain increases were from sources outside of the Government's control; declared that the old Liberal policy of arranging colonization and pulp-wood development together had been departed from in the new Montreal River contract; eulogized the late Government for its policy of aiding the Sault industries which had since then made $20,000,000 worth of steel rails and paid their employees $6,000,000 in wages; praised, also, the Liberal initiation of the T. & N. O. Railway and regretted that an immediate measure of Law Reform, calculated to cheapen litigation and expedite judgments, was not to be forthcoming; condemned the proposal to cut off a number of the Model Schools as robbing farmers' sons and daughters who could not go to the Normal Schools and depriving them, therefore, of opportunities to get further education and qualify as teachers; denounced the alleged neglect of elementary subjects and teaching in the Public Schools and described accuracy and thoroughness as the chief requirements of the day. In a constructive sense his policy was defined as including the following items:

An immediate measure of law reform so far as the Province has jurisdiction.

Majority rule and the abolition of the three-fifths Local Option clause.

A continued policy of 'Build up Ontario' and a further development of the great Northland.

A measure of Civil Service Reform.

A Power policy that has practical results and in contrast with one of long-deferred promises.

A larger development of New Ontario and additional rights for the *bona fide* settlers.

An advanced educational policy with special emphasis on industrial training and encouragement of rural schools; extension of the essentials rather than the 'frills.'

A progressive timber policy, the conserving of the forests and the preparation of timber and manufacture of the pulp-wood in Ontario.

Mr. Premier Whitney in his reply paid a tribute to the Hon. G. P. Graham who had gone into the Ottawa Government; denounced the late Ross Administration for its alleged corruption in the matter of the Montreal River Pulp Company, to which Mr.

MacKay had referred, and which the present Government had revoked as being a "disgraceful deal"; in educational matters strongly criticized the system of frequent examinations, described the construction of four new Normal Schools, stated that the Model Schools would not all be closed though the fact of their charging fees and granting no certificates rather limited their usefulness; declared it to be the Government's intention to ask for a large sum for urban schools and indicated a total of nearly $2,000,000 spent upon schools in three years—"And we didn't sell any timber limits; we didn't allow any one to steal any timber limits; and we have got more revenue than we need and we expect to get more." The Government hoped to have a school in each township and perhaps more than one. The Premier defended the three-fifths clause and believed a bare majority would hurt rather than benefit the Temperance movement; quoted Messrs. Pense, Harcourt, and T. H. Preston as Liberal members who could find no objection to the Government's financial policy; stated that it was thought better to postpone Law Reform to another Session; reviewed the Government's policy and legislation as follows:

When the new Ministry had come into power he had, himself, assumed the position of Attorney-General and during that time had not been afraid to act as a policeman. He had taken steps to close the pool-rooms at Toronto Junction which had been protected for some reason for several years. The Government cut off forever the numbered ballot; dealt with the University of Toronto, for which hundreds of thousands of dollars were appropriated, improved the Public School system and gave larger sums of money to the schools. Now, at the close of its first term the Government would deal with the urban schools. The County Councils Act had been improved; railway taxation had been inaugurated. The Administration had shewn that the License Law could be enforced and would be enforced as long as the Government was in power. An increased Subsidy was secured from the Dominion Government, a loan had been floated in Ontario without expense to the Province except $2,000 for advertising, and $3,000,000 had been advanced to the Provincial Railway.

The great bulk of the ensuing legislation was of a useful and practical character. Hon. Mr. Cochrane's amendments to the Mines Act gave homesteaders full mineral rights. New townships opened up in Northern Ontario for agricultural purposes would therefore give to settlers the full advantage of any mineral discoveries afterwards made; while townships in districts chiefly mining in character would not be burdened with immediate charges for roads and schools. Reform of prison discipline and treatment was taken up by Hon. Mr. Hanna and Resolutions passed embodying a policy which looked to the Government's purchase of suitable land, the erection of a new Central Prison, the elimination of further contracts for prison labour, the employment of inmates in the improvement and cultivation of land, the making of supplies for public institutions, and work upon highway construction. The measure presented by Mr. W. K. McNaught amending the Bread Act so as to establish standard loaves of three, and one-

and-a-half pounds, with compulsory labels on all fancy bread, was passed as was the initiation of a standard in cheese and butter by the Hon. Mr. Monteith's bill and the establishment of a uniform age of 14 for the employment of children in shops and factories under the terms of a measure presented by the same Minister. The Liquor License law was slightly amended so as to prevent Local Option by-laws from being quashed on a technicality and the three-fifths clause was maintained on trial. An increased appropriation was given for fire-ranging and the importance of Forestry reform recognized.

Under the terms of Hon. Mr. Foy's Elections Act sweeping changes were made in the direction of preventing corruption and ensuring clean elections. The new Act repealed all former enactments. The chief object aimed at was to make the Ontario election legislation correspond with that of the Dominion and provide similar machinery for elections. Officials familiar with the procedure in Federal contests would, therefore, not become confused when acting in Provincial elections and *vice versa*. While the Dominion Election Act was not slavishly followed, its main features were adopted. One or two undesirable clauses were omitted, while some objectionable features of the old Provincial Acts were dropped. The measure was, apparently, framed in a very wide spirit, and almost every action which could even be construed as influencing an election was set down as a corrupt act; while the penalties provided were, as a rule, more severe than formerly. The Dominion ballot was adopted. Indians, other than those living on Reserves, were allowed to vote, a "polling list" of a final character was adopted, the right of recount was given in all cases, application for, or promise of a Government situation was declared a corrupt act in an election as was the furnishing of conveyances for hire. Another Bill simplified election trials and protests. It made the practices and procedure of the High Courts of Ontario applicable to the hearing of election petitions and trials. The rota of judges was abolished and an election petition might be tried before any two Justices of the High Court. The trial of election petitions or appeals was to go on, notwithstanding a dissolution of the Legislature. The Court was given the sole right of deciding the validity of elections and no election could be questioned except under the provisions of the Act. The Legislature, however, retained the power of disqualifying members.

In connection with a decision of the Judicial Committee of the Privy Council which, in 1907, had practically declared the control of Toronto's streets, in relation to the tracks and lines of the Toronto Street Railway, to legally rest with that corporation under the terms of its existing agreement with the City, the Government and Legislature intervened with a sweeping enactment to the following effect: "Notwithstanding anything contained

in the Act passed in the 55th year of the reign of her late Majesty Queen Victoria and chaptered 99 and entituled 'An Act to incorporate the Toronto Railway Company and to confirm the Agreement between the Corporation of the City of Toronto and George W. Kiely, William Mackenzie, Henry A. Everett and Chauncey C. Woodworth,' and notwithstanding any judicial decision interpreting the effect of the said Act and the said Agreement, it is hereby declared that it is and always has been the true intent and meaning of the said Act that the rights retained by and secured to the Corporation of the City of Toronto by the said Agreement as to the control and management of the streets of the said City, and as to establishing and laying down new lines of railway and as to extending the street-car service upon the streets of the said City, as may be from time to time recommended by the City Engineer and approved by the City Council, have not been and are not affected by the said Act, but the said rights remain and are as set out in the said Agreement scheduled to the said Act." In Committee on Apl. 8, while this clause was being considered, Mr. S. H. Blake, K.C., for the Railway, protested vigorously against the proposed legislation. Although he had originally drawn up the Agreement for the City he now denounced this proposed interpretation as "monstrous." During the Company's term of contract they had, he stated, spent $11,000,000 on the Railway besides paying the City $4,000,000. In the past year the shareholders had received $400,000 in profits and the City $500,000. He thought the Railway Company deserved better treatment. Mr. W. K. McNaught was largely responsible for pressing this measure through and it received the strong support of the Prime Minister.

Another matter, but of more than local interest, was the discussion and legislation relating to motor-cars, automobiles, and the country roads over which they swept with a sometimes utter disregard of the well-being of those on foot, or in other vehicles, and with unquestioned injury to the roads. Feeling was quite bitter amongst the agricultural representatives and a number of Bills were presented to the House dealing with what some people called "devil-waggons." Two large delegations waited upon the Municipal Committee on Mch. 31st. The first was composed of the heads of the Dominion Grange and various agricultural and fruit-growing associations with some representative farmers, County Wardens, etc. It wanted limitation to certain hours, or days, in the use of the roads and a compulsory halt within 100 yards of a horse, and various other proposals. "The automobile keeps a thousand women off the roads in my constituency," said one of the delegates. "Not only is the auto a danger, it is a nuisance. We can't keep our doors or windows open for dust and the nuisance is greatest on Sunday. Why should we pay for good roads when we are driven from them by the automobile? The people are up in arms against it."

The other side was represented by the officials of the Ontario Motor League, and allied interests, with Mr. T. A. Russell as the spokesman. The automobile was described as now a factor in business as well as in pleasure; the troubles as due to nervousness in drivers as well as in horses. Finally, a Sub-Committee composed of Hon. N. Monteith, C. R. McKeown, D. Sutherland, G. Pattinson, W. K. McNaught, C. M. Bowman, T. H. Preston, D. J. McDougal and F. G. Macdiarmid was given the task of bringing order out of the chaos of bills. The following were the chief clauses of the measure finally approved: (1) No paid chauffeur shall operate without a license to be issued by the Provincial Secretary under instructions to be fixed; (2) no person under 17 shall drive a motor vehicle; (3) if a horse appears frightened or a motor car is signalled to, the motor shall stop until horse passes, and its operator shall render all possible assistance; (4) meeting a funeral, motor shall turn down a lane; (5) man in motor must give his name and address without being asked to person sustaining loss or injury; (6) the Provincial Secretary may revoke licenses."

An important bit of legislation, though presented very late in the Session, was Colonel Matheson's bill, introduced on Apl. 9th, which undertook to guarantee certain bonds of the C. N. Ontario Railway. In his speech the Provincial Treasurer said the proposals had been before Council for some time; but they had not been able to obtain certain information, and hence the delay in bringing down the Bill. He pointed out that in 1904 the Province had guaranteed the debenture stock of the James Bay Railway (Canadian Northern) from Toronto to Sudbury, a distance of 265 miles, at the rate of $20,000 per mile. Since then the Canadian Pacific Railway had built a line into the same territory and taken away what was considered a portion of valuable traffic. Further extensions of the C.N.O. were planned and it was now proposed to guarantee the debenture stock on such extensions. One of them was from Sudbury to Moose Mountain, where the Provincial Geologist believed were to be found the largest deposits of iron-ore in the Dominion. Another extension was to Key Inlet, on Georgian Bay, another to Garrow mine, a distance of four miles, and the fourth to Orillia, a distance of from seven to ten miles. Altogether he stated these four branches would be about 50 miles. The guarantee would be the same as before, $20,000 a mile, secured by a first mortgage on the whole of the line. The former Act had not covered the terminals at Toronto and Key Inlet but it was proposed now to guarantee the expenditure on these terminals to the amount already expended and, in addition, 65 per cent. of the future expenditure. The entire guarantee, including terminals, would not come to more than $2,500,000. The new Bill would take in the former guarantee as well, and holders of the former debenture stock would be asked to exchange

it under the new mortgage; thus the whole would be consolidated in a first mortgage on the property. He maintained that such a consolidation would immensely improve the Province's security. There was little or no discussion of the measure though a few Conservatives like Colonel Hugh Clark and P. H. Bowyer were opposed to it from conscientious objection to any policy of Railway aid. Neither Mr. A. G. MacKay, nor the other Opposition leaders, offered any criticism and the Bill slipped through with great speed and within two or three days of adjournment. Speaking to the Toronto *Telegram* on Apl. 24th Mr. Premier Whitney referred to the difficulties which the Company had found itself facing in its construction work and went on:

> We found the credit of the Province pledged with a security by way of mortgage which, under some circumstances, would be practically valueless. So finding the Province already in the position mentioned and likely to have its security dwindle in value, we agreed to the further guarantee of bonds to the extent I have mentioned, and will receive in return a mortgage covering the entire line, terminals, short lines and all; in this way rehabilitating and making certain the financial position of the Province with regard to this Railway. Should it ever come to pass that the Province be compelled to take over this property as mortgagee it will have a property costing a great deal more than the Province would have to pay for it, and complete in every respect, instead of a mere mortgage on part of a property which would be practically useless. What more need be said?

Meanwhile, the much-discussed Redistribution measure had been arranged, presented to the House, discussed and passed into law. On Mch. 12th the Premier moved the second reading of this Bill to reform the representation in the House and pointed out that the present Legislative membership of 98 must be increased. Toronto was entitled to a larger representation although it would not be fair to observe absolutely the same system of calculation which governed in rural constituencies. Northern Ontario was particularly entitled to increased representation and he predicted that five years hence any one of the new Northern constituencies would have a larger number of voters than any of the existing rural constituencies. In the riding of East Nipissing in 1902 there was a population of 25,000; to-day there was a population of over 60,000. One portion of that riding shewed an increase in population from 1,300 in 1901 to 30,000 at the present time. The principles governing the Bill were "adhesion to county boundaries and the equalization of population." A Committee was appointed to deal with details composed of the Premier, Hon. W. J. Hanna, Colonel Matheson, J. R. Dargavel and F. G. Macdiarmid (Conservatives) and S. Clarke, C. M. Bowman and G. S. May (Liberals).

Mr. A. G. MacKay, the Opposition Leader, objected to the proposal to give one more representative to each of the four Toronto ridings but withheld any general criticism of the measure. The inevitable controversy followed. The Conservatives and Liberals

in the Committee could not agree and, of course, those in the House could find little common ground. As the Bill emerged from the Committee, it added four new seats to Toronto's representation and created a special method of voting in these constituencies which was intended to avert confusion—a senior and junior member (Class A or Class B) being chosen for each seat, the voting done on separate ballots for each class with, of course, two votes in each constituency. Changes in other constituencies were varied, but small in total effect, and Northern Ontario was given four new seats to meet its large increase in population. The Conservative *News* estimated that in 17 constituencies the Conservatives would only gain 2 seats and the detailed changes in tabulated figures were certainly not very important politically. The chief alterations were in Huron County, in Peel and Brockville, and in Leeds and Middlesex. On Apl. 6th the chief debate on the subject took place and Mr. MacKay boldly charged the Government with a gerrymander, or twisting of the constituencies, for political purposes. He claimed that in several specified cases County boundaries had not been adhered to, doubtful Conservative seats had been made safe, safe Liberal seats made more so, and some of the latter turned into Conservative seats. The Toronto additions he particularly condemned and asked the other parts of the Province how they liked the discrimination which gave Toronto people two votes as against their one? It was alleged by him and the Liberal press that the Joint Committee had been a farce and that the details were all considered and decided upon long before they were presented by the majority.

The debate continued for some days and, on Apl. 8th, Mr. MacKay's amendment demanding that Redistribution be left over until the Census of 1910, was rejected by 59 to 23. Mr. Premier Whitney spoke at some length and sarcastically congratulated the Opposition members on their new activity. "This," the Prime Minister said, "was not a general redistribution. Who could tell of the terrible havoc and desolation which would have been wrought in the ranks of the Hon. gentlemen opposite had we proceeded generally to undo two-thirds of the monstrous iniquities of past gerrymanders?" Mr. Whitney stated that in the Provincial Election of 1883 there had been a popular Conservative majority in the votes polled of 31,157 while in the membership of the House the Conservatives had a minority of ten. Another gerrymander had followed and in 1886, the Conservatives polled 9,869 more votes than the Liberals, and found themselves with a minority of thirty members in the House. No attempt had been made to right these wrongs. Two days later Mr. C. M. Bowman (Lib.) moved an amendment to the 3rd reading in the form of a minority Report from the original Committee and which proposed to revise the Government's changes in detail along the lines of Liberal criticism. It was rejected by a large majority. A further Liberal amend-

ment, presented by T. H. Preston and J. A. Auld, proposed to change Toronto's new representation from eight to six members elected by six separate ridings. A strong attack was made upon the new method proposed for voting in Toronto and it was claimed that in the net result it would affect the Labour interests unfairly. The amendment was voted down by 48 to 19 after Mr. Whitney had made a rather neat retort to the last contention: "It is not the desire on this side of the House to provide for minority representation. It is majority representation we are to have, and it is majority representation we believe in. We believe in the good old common sense principle that the majority should rule, except for the Presbyterian and Methodist Churches and the licensing system of this Province." Other Opposition amendments of a local character were moved by J. A. Auld, C. M. Bowman, D. C. Ross, A. Hislop, G. S. May, D. J. McDougal, duly rejected, and the measure then passed the House. Its general character, aside from party criticisms, may be inferred from the incidental fact brought out in the discussion that had the Opposition Leader's own constituency (North Grey) been put back in the position it was before the last Liberal Redistribution he would have had small chance of re-election. The stated object and general character was described in the Lieutenant-Governor's Speech of prorogation on Apl. 14th. "The rapid increase in the populations of the districts of New Ontario called for increased representation in the Legislative Assembly of that important part of the Province, while the partial redistribution of seats in the older sections has removed some of the anomalies and injustices which resulted from previous redistributions. A more complete redistribution of the constituencies with a view to equalizing the representation in accordance with the population should take place after the next decennial Census. I am confident that the measure will commend itself to the people of the Province as fair and just and free from political partisanship."

Other legislation of the Session included more stringent provisions for the protection of forests from fire during railway construction; measures validating municipal by-laws and contracts in relation to the Hydro-Electric Power Commission and ratifying an agreement between the Commission and the Niagara Falls Park Commissioners and the Electrical Development Company; a Bill repealing the Municipal Telephone Act of 1906 and replacing it with defined rules as to municipal procedure in the installing of a Telephone system, issuing debentures, establishing exchanges, etc.; a measure forbidding Commissions of Inquiry during the Session without consent of the Assembly; an amendment to the Pharmacy Act further restricting the sale of cocaine; a Bill guarding the public against dangers from fire by enforcing better means of egress from public buildings; some important Educational measures and a Bill granting $130,000 to the Alpha Mining Com-

pany (really the La Rose Mining Syndicate) of Cobalt which Mr. Whitney explained on Apl. 11th as follows: "When the present Government came in they found two companies quarrelling over certain valuable mineral rights and property. The old Government had decided in favour of the O'Brien Company and the La Rose people had asked the present Attorney-General for a fiat. In looking into the matter Mr. Foy found that there was more in it than was at first supposed. He decided that instead of issuing a fiat to the La Rose people the Crown would itself bring action. The O'Briens backed down and settled upon a 25 per cent. royalty basis. The La Rose people were dissatisfied." The Government settled with them upon a basis of the above amount in full of all costs incurred and claims.

There were a number of other matters dealt with during the Session. On Apl. 9 a motion by Mr. E. J. B. Pense, condemning the Government's expenditure upon Commissions of Inquiry as extravagant, and an undue number of Commissions as lessening Ministerial responsibility, was rejected by a party vote of 55 to 21. The annual Bill presented by Mr. John Smith of Peel in favour of granting the Legislative franchise to spinsters and widows was discussed on the same date and the measure lost on division—Mr. Whitney pointing out that there was neither petition nor request behind it. In connection with a grant of $10,000 to the Salvation Army for securing farm and domestic labour for the Province Hon. Mr. Monteith stated on Mch. 22nd that in 1907 the Army had located 5,450 persons on farms in Ontario. This year the aim was for quality rather than quantity. Another sum of $20,000 was voted for work in Great Britain "providing and selecting farmers." Mr. J. P. Downey pressed earnestly his measure respecting preventive operations against the spread of pulmonary tuberculosis. It did not pass though the mover's speeches shewed a careful, comprehensive study of the situation. A similar result followed his effort to abolish or prevent the municipal bonusing of industries.

A much-talked-of measure, or rather proposal, was that of the Attorney-General (Hon. J. J. Foy) respecting Law Reform. Early in the Session Resolutions were given notice of which embodied a series of changes, reforms and new enactments intended to decrease appeals, expedite trials and lessen the cost of litigation. As passed on Apl. 12 to be dealt with in a succeeding Session and after Mr. MacKay had protested, in a defeated amendment, against any further delay, the proposals included the establishment of a Provincial Court of Appeal; elimination of existing appeals to the Divisional and Supreme Courts; the appeal of right to the Judicial Committee of the Imperial Privy Council to be abolished and the prerogative right of granting leave to appeal to that Tribunal, in cases where large amounts were involved or important questions of general interest arose to be limited; the

regulation of examinations for discovery and restriction in cost; the granting of increased jurisdiction to County and District Courts. It was proposed to communicate with the Imperial and Dominion Governments as to such of these matters as were beyond Provincial scope and, therefore, actual legislation was deferred. On Feb. 27th a Committee of Benchers from the Law Society and other Law Associations waited on Mr. Foy and the first-mentioned body submitted a series of suggestions as to the proposed Court of Appeal. One exception they took to the proposals, as follows: "The Committee recommend that the existing provisions as to appeal to the Judicial Committee of the Imperial Privy Council remain as at present." During this period and in the course of the year many discussions took place amongst the lawyers themselves and the Ontario Law Society asked for 15 specific changes or reforms including the abolition of the fee system. The Assembly was prorogued on Apl. 14th by the Lieut.-Governor in a Speech from the Throne which referred to the earnestness and thoroughness of the work done in this Legislature by its members. "During the short time that has elapsed since this Parliament was chosen—a little over three years—the number of the legislative enactments placed upon the Statute book have been so many, and their character so important, as to constitute a distinct era in the Parliamentary history of this Province."

Position and Progress of the Niagara Power Policy

The policy of the Government in respect to Niagara Power was not so much a matter of political controversy during 1908 as it was of financial and municipal discussion. The masses of the people were almost a unit in desiring "white coal"; in believing that Government control of transmission and supply in this great medium of industrial growth and individual comfort would be better than its "exploitation" by capitalists; in the tendency to forget what capitalists had done in the earlier evolution of these electrical possibilities and powers; in recognizing the labours of the Hon. Adam Beck along the lines of public control and in approving the policy of the Whitney Government in furthering that principle. The Hydro-Electric Power Commission, in whose hands lay the arrangements with municipalities, was also expected to organize a system under which electric power might be supplied to 1,600,000 people out of the 2,000,000 population of Ontario so as to be used for an infinite variety of purposes—fuel, transportation, farmers' machinery of all kinds, factories, light and heat. It was made up of Hon. Adam Beck, Hon. John S. Hendrie, and W. K. McNaught, M.P.P., and this body on Mch. 20th presented an elaborate Report, of a somewhat technical nature, to the Legislature which went into the various means of manufacturing power, the cost under differing conditions, the expenses of production and its application to existing needs. A special analysis was made of producer gas as a factor and it was

reported as not being so available or useful as was steam or electric power except in cases where power was required in large quantities at great heat.

Meanwhile, on Jan. 1st and 8th, a number of Municipal By-laws were passed authorizing immediate steps to provide for the local distribution of Niagara power, the construction of the necessary plants, authority to issue debentures and, of course, co-operation with the Hydro-Electric Commission. The vote in Toronto was 15,048 for the By-law and 4,551 against and the contest a very vigorous one on account of the local influence of the Electrical interests; in Hamilton where $275,000 was required and the influence of the Cataract Power Company very considerable the By-law carried by 3,038 to 1,673; in London where $225,000 was needed it passed by 2,809 to 941; in St. Thomas by 1,295 to 191, in Brantford by 1,131 to 734, in Stratford by 1,053 to 372; in Guelph the vote was 968 to 98, in Galt 756 to 510 and in Woodstock 865 to 154; in Ingersoll, where the issue was largely a local question of buying out the existing plant, the By-law was defeated by 436 to 200; in Waterloo it was carried by 437 to 115, in St. Mary's by 454 to 168, in Hespeler by 127 to 45, in New Hamburg by 152 to 31. The industrial centres of Western Ontario therefore approved the Power policy by a vote of 28,333 to 10,019. Mr. Beck's comment in the press was as follows: "The results are most satisfactory when it is considered that the Electrical interests in the various towns and cities fought vigorously to prevent the will of the property owners from being intelligently expressed. In a number of instances paid agents were engaged to go from door to door to canvass against the adoption of the By-laws, while enormous quantities of inaccurate and misleading literature were widely distributed. The supporters of the Power policy had practically no organization, and no great effort was made in any locality to bring out the total strength of the vote in favour of it."

Early in the year the Government's relations with the Electrical Development Company of Ontario, its subsidiary concern the Toronto and Niagara Power Company, and its associated concern the Toronto Electric Light Company, became a matter of much public interest. These companies were closely connected through Sir H. M. Pellatt, William Mackenzie, Fred. Nicholls and other financial men being mutually interested. The first was the originator of electrical connection between Toronto and the Falls; the second was the constructing concern in transmission lines, etc.; the third had, under contract, arranged to take its power for a number of years from the Electrical Development Co., Ltd. So also had the Toronto Street Railway of which Mr. Mackenzie was in control. With these interests were associated others of a financial nature which combined to give them considerable strength while behind them were papers like the *Financial Post* of Toronto which opposed Government ownership in general and Government

control of, or competition with, Electrical interests in particular. Involved also in the complication was the necessity of the City of Toronto coming to a definite conclusion as to whether it would establish a distribution plant of its own to meet the transmission line of the Hydro-Electric Commission and thus compete with the Toronto Electric Light Co. or buy out the latter, together with its contract to take power from the Electrical Development Co. which was in active hostility to the Government's Power policy and in active competition with the Government's scheme of supplying power to Toronto and other places. By Dec. 31, 1907, the Electrical Development Company had expended on plant, right of way, construction of transmission lines, etc., $15,240,268 and its liabilities were $6,000,000 of capital stock, $8,150,000 of mortgage bonds and current liabilities of $1,908,334. Much of this money had been obtained in Great Britain and still more was needed to complete its capacity for full operation.

It was claimed that the Government policy of competitive supply had checked further investment, tied up the Company's operations, injured its credit, compelled the men who had built up the project to lose heavily, hurt financial credit generally. Such were the main contentions of the Toronto *News* and the various financial interests which were attacking the Government for encouraging what they described as practically Provincial competition to private interests based upon public charters. Especially keen had been the criticism of the Government for arranging to buy the surplus power of the Ontario Power Company instead of coming to an agreement—as had been found impossible—with the Electrical Development Co. The further undertaking to build Government transmission lines, by assessment upon the Municipalities, for the distribution of this power was declared to be still another element of competition and one which made it impossible for the Electrical Development Co. to hold its otherwise natural market in Western Ontario. The Government, on the other hand, claimed that it had made every conceivable effort to come to an understanding with the Electrical Company but that this was found to be out of the question and there was nothing else to do, in the face of public requirements and popular interests, than to go ahead with its independent policy.

Such was the general situation when, on Feb. 14th, it was announced that Mr. William Mackenzie, as the Toronto Power Company, had acquired control of the Electrical Development Co. with all its plants of production, transmission and distribution and its contracts with his own Street Railway and the Electric Light Company—certainly a large merger of important interests. In his Report to the shareholders of the Electrical Development Company on Apl. 6th, following, Mr. H. H. Macrae, General Manager, gave the following description of the arrangement come to, and which was duly approved: "The Toronto Power Company was willing to purchase the $1,850,000 Treasury Bonds, the

accounts receivable and stores on hand, and to provide further money to meet the remaining liabilities and to complete the unfinished contracts and, for a stated period, to provide the interest on the bonds and operate the works of the Company and its Transmission lines, provided that complete control of the Company were vested in it and a lease made to it of the Company's undertakings, including the Transmission lines." As ultimately organized the Toronto Power Company had a capital of $1,000,000 with William Mackenzie (President), Frederic Nicholls, Sir H. M. Pellatt, James Gunn and J. C. Grace as Directors. The importance of this re-arrangement, in a political and Provincial respect, was described by *The News* on Feb. 17 as involved in the possible merger of the Radial railway interests of the Niagara Peninsula, Toronto and Hamilton—a combination of customers for a concern rival to the Hydro-Electric Commission. Stories to this effect were, however, promptly denied by Mr. Mackenzie who also expressed friendship toward the Provincial Government. Later in the year an attempt was made to bring the Toronto Companies—the Toronto Power and the Toronto Electric Light and the Street Railway—into what Sir H. M. Pellatt called "an harmonious working of interests" power development, transmission, distribution and consumption. Negotiations for the purchase of the Electric Light Company were admitted toward the close of the year but they apparently fell through.

In a Toronto speech on Mch. 2nd Mr. Whitney hinted at an informal offer from the Electrical Development Company (prior to the Mackenzie arrangement) to sell its interests to the Government on a basis of guaranteeing the existing $8,000,000 of bonds and a new issue of $2,500,000 and receiving in return Niagara power at $10.00 per horse-power; or at the same rate as the Ontario Power Company was giving power to the Government without any such obligations on the part of the latter. In the Legislature on Mch. 9th the Premier answered a series of questions propounded by the Opposition Leader. He stated that 69 municipalities had to date applied to the Hydro-Electric Power Commission for the transmission of electric power or energy; that an estimate of the price of the power ready for distribution had been supplied in each case; that 21 By-laws had been passed authorizing construction or purchase of distributing plants in as many municipalities. On Mch. 10, in the Legislature, Mr. Whitney dealt at length with the negotiations between the Electrical Development Co. and his Government. It appeared that on Jan. 29 Major St. Aubyn on behalf of the English bond-holders had interviewed him and been told that even if the Government wished to acquire his Company's rights and interests it could not do so because of the concluded arrangement with the Ontario Power Company and because of Provincial agreements under a preceding Government by which the Province was debarred from generating electric energy on its own

behalf. In any case the liabilities involved would have been $20,000,000 and far more than the Province could wisely assume. A notable feature of the speech was the Premier's eulogy of Mr. Beck and his efforts in this respect. "We love him for the work he has done and we love him for the enemies he has made."

Meantime the *Financial Post* had been publishing a series of keen attacks upon the Government's policy in promoting Power competition as being "a rapine of credit," the spoliation and destruction of private enterprise, a blow at the reputation of the Province. It was claimed that had the Government wanted to do so the entire Development Company's plant and interests could have been obtained for the $13,000,000 liability which Mr. Mackenzie and his Company afterwards assumed. For the conditions which prevented such negotiations Mr. Whitney had blamed the policy of the late Liberal Government and to this Senator G. W. Ross replied in *The Globe* of Mch. 14. He declared that whatever hampering provisions there were in relation to existing contracts had been approved by the then Opposition Leader and especially the last arrangement of the Ross Government with the Electrical Development Co. which had been afterwards ratified by the Legislature under the auspices of the Whitney Government. Mr. Whitney's response was to the effect that these conditions were created by Orders-in-Council. "In the closing hours of the Session of 1899, at 2 o'clock in the morning, at a time of inattention and disorder, the then Government, of which the Senator was a member, hurried through the House and against my protest, Section 36 of the Statute Law Amendment Act which provided that the Niagara Falls Park Commissioners and the Cabinet might enter into such agreements without the assent or ratification of the Legislature." As to the specific ratification mentioned it had been necessary for reasons of Provincial credit and financial responsibility.

Speaking in the Legislature on Apl. 2nd, in connection with the 2nd reading of the Dog Lake Water-power Bill which concerned the Kaministiquia River and the interests of Fort William and Port Arthur, Mr. Adam Beck described this measure as embodying the Government's general policy—Government control and regulation for municipal or industrial use. As to the Niagara Power situation "the Government had obtained 100,000 horsepower for the people of the Province, cheaper, far cheaper, than it could have been obtained if a plant had been erected and power produced as a Government undertaking." This had been done by accepting the tender of the Ontario Power Company. It was said that the people of the municipalities would not accept contracts which meant a large expenditure. As a matter of fact, he pointed out, the municipalities had voted to make an expenditure equal or exceeding that planned by the Province. The Hydro-Electric Commission could not be accused of being dilatory. It

was waiting for the municipalities. The Commission could satisfy their demand for any quantity from 8,000 horse-power to 100,000 horse-power at $9.40 per horse-power per year, or at $9.00 per horse-power, according to the amount required, instead of at $12.00, as was originally estimated, or at $10.40 as the first contracts provided. The Mayor and Board of Control of Toronto had practically approved of the contract with the Commission. "The Government was sincere, the Commission was sincere and the municipalities were sincere, and they, together, would maintain the commercial supremacy of Ontario."

On Apl. 3rd representatives of 14 towns and cities which proposed to purchase power from the Commission met at the Parliament Buildings, discussed the form of the contract to be signed, and considered other details. Finally, on motion of Mayor Oliver of Toronto and Dr. Mearns of Woodstock, the following Resolution was passed: "That this meeting of the Niagara Power Union of Western Municipalities has heard the statements of the Power Commission as to the contract for supply of power at Niagara Falls, and as to the proposed Transmission line, with much satisfaction, and has partly considered the agreement with the Ontario Power Company and the draft agreement between the Commission and the Municipalities; and that this meeting fully approves the draft agreement so far as considered." The formal agreement, to be signed by the municipalities and approved in each case by Order-in-Council, was an elaborate affair binding the Commission —practically the Government—to construct the Transmission line and provide the power while the Municipal corporations undertook to pay interest at 4 per cent. on the money expended by the Commission for Transmission line construction; to pay a yearly sum toward making a sinking fund which would in 30 years retire the securities issued by the Province for such construction; to be responsible in due proportion for the cost of operation, maintenance, repairs, renewals, insurance, etc., upon this Line; to pay for a specific amount of power whether actually used or not; to provide first-class plants and facilities for distribution; to take power exclusively from the Commission for a term of 40 years. There were many minor clauses and technical provisions but these were the main points in the contract as finally approved. If any provision should be broken the Commission was also given the right to discontinue supply of power.

The next step in the progress of arrangements was the Hydro-Electric Commission's action in awarding, on Aug. 13, the contract for the construction of a Transmission line through Ontario to Mr. F. H. McGuigan, late of the Grand Trunk Railway, and his associates. His tender and the agreement called for 293 miles of line, costing $1,270,000, with 3,176 towers, running from Niagara Falls to Dundas and thence to Toronto, from Dundas to London, Dundas to St. Mary's, Dundas to St. Thomas. Construc-

tion was to be completed within 15 months of signing the contract and an option was arranged for double mileage in the future at the same price. There were 27 tenders received and the one accepted was $50,000 less in cost than the original estimate of the Commission's engineers. Aluminum cables, to be manufactured in Quebec, and a total requirement of 6,554 tons of steel, were other details. Following this an effort was made in certain directions to influence the farmers against selling rights-of-way to the Commission on the ground of danger from the electric towers and cables, the falling of insulators and wires, etc. It was claimed by friends of the Government project that this was done by the Electrical interests in a last effort to check progress. Mr. J. J. Wright of the Toronto Electric Light Company wrote the press on Aug. 31st claiming that there was "grave danger to dwellings, barns and sheds" from a high voltage Transmission line. Other electrical engineers testified to the practical absence of danger under proposed conditions; "not one farmer in a million could suffer," said Mr. R. A. Ross of Montreal. The Order-in-Council giving the contract to the F. H. McGuigan Construction Co. was formally passed on Sept. 3rd and it was stated that Mr. Cecil B. Smith, recently Consulting Engineer of the Commission, would superintend construction. Following this action, on Sept. 9th, the Niagara Power Union met in Toronto with delegates present from 21 cities and towns and passed a strong Resolution of approval: "We affirm the result of the tendering for the said Transmission lines as eminently satisfactory; and urge the Commission to use every means within its power to remove all obstacles and hasten the construction of the Transmission lines, in order that the work may be advanced as far as possible before winter, so that a supply of power may be delivered to the municipalities at the earliest moment."

The total cost of the entire project as originally estimated by the Commission was $3,479,485; the figures given out after the Transmission line contract had been awarded totalled $2,997,886 —or $1,270,000 for the Transmission line, $227,375 for rights-of-way, $176,015 for insulators, $687,867 for transformer station electrical equipment (as against $1,100,176 in the first estimate), $195,000 for transformer station buildings, $149,000 for low tension distribution, $127,174 for engineering and interest during construction, and some sundries. On Nov. 18th six years of earnest labour on the part of Mr. Beek, several years of close attention and work by the Hydro-Electric Commission, varied efforts by municipal leaders in support of the project, sincere and continuous support from the Government in general and the Premier in particular, culminated in the turning of the first sod of the Transmission Line at the Exhibition grounds, Toronto, by Mr. J. H. Fryer of Galt, President of the Western Ontario Power Union. Mr. Beek presided and concluded his speech by declaring that this

policy "may mean maintaining our supremacy as a manufacturing centre. It will mean our independence of a foreign nation for our coal supply." Sir J. P. Whitney, in his remarks, referred to the difficulties in the way, to the unique character of the undertaking and absence of all precedents for the manner in which the municipalities had stood by the Government, to the political and financial movements opposing the project, to the fact that nothing would be done to interfere with private rights. "We have not gone thus far to be stopped in the good work. We will not be discouraged and we will not be deterred by any such thing as technicalities or any difficulties of an ordinary nature."

Meanwhile, the City of Toronto had been the storm-centre of political and financial activity in connection with this entire project. If it came into the Power Commission's circle of customers, built a distribution plant and took its large requirements through the Government's system, much in the way of success for the entire project was assured. If, on the other hand, it could be persuaded to buy its power supplies through the Electrical Development Company, use the distribution plant of that concern and thus avoid duplication and the expenses of duplication and competition, the result would be a great victory for the Power interests controlled by Messrs. Pellatt, Mackenzie and Nicholls—in the earlier portion of the year would have hampered the Commission in its negotiations with other and smaller municipalities, checked the movement generally, and delayed or averted the construction of the Commission's Transmission line. If, also, the City was bent upon owning its own distribution plant and could be induced to buy out the Toronto Electric Light Company, with its contract to obtain power supplies from the Electrical Development Company, the same result would be achieved. Hence the complicated civic fight of 1908.

The first victory was for the Government's policy of public ownership in the carrying of the January By-law authorizing the City to spend $2,750,000 in the installation of a plant for the distribution of electric energy. Then, for some months, discussion turned on the offer of the Toronto Electric Light Company to sell out to the City. Sir Henry Pellatt, in his address as President on Feb. 11, made preliminary reference to the generating and transmitting plant of the Electrical Development or Power Company and the underground conduits, cables and modern distribution machinery of the Light Company: "With this splendid equipment," he added, "and under the contract made with the Power Company, the Toronto Electric Light Company is in a position to supply light and power to all parts of the City of Toronto at a rate at least as low as can possibly be made under the plan of the Hydro-Electric Commission of the Ontario Government, or under any other plan that is practicable at the present time. In order to meet the views of the City Council and others,

who believe that some municipal control should be exercised over the rates to be charged to citizens, as well as over the general operation of what have come to be styled 'public utilities,' your Board has submitted several different propositions for the consideration of the Civic authorities and has shewn a willingness and readiness to meet the Council in any reasonable manner. Three propositions were made to the City on behalf of the Company: (1) To limit the dividend of the Company, and devote the balance of the revenue to making reductions from time to time in the price of light and power as is done in the case of the Consumers Gas Company; (2) to allow the City of Toronto to become partners in the business of the Electric Light Company and to elect representatives to the Board of Directors on terms to be agreed upon; (3) to sell out the plant, franchise and assets of the Company for such a sum of money as would compensate the shareholders for their interest in the business. Negotiations in regard to these proposals are now in progress and it is hoped that an arrangement may be reached which will prove equally advantageous to the Company and to the City."

A prolonged discussion ended, first of all, in a deadlock. The City insisted that the Electric Light Company should furnish full details of its business and especially of its contract with the Electrical Development Company under which its power supply for ten years must be taken from that concern and which contract the City would have to take over under purchase. The Company replied that it had no assurance that the City meant business, that no offer had yet been made, that this contract was of a private nature but that it was pretty well known that the agreement in question was at $35 per horse-power or a better rate than that offered by the Hydro-Electric Commission which, it was claimed by Sir Henry Pellatt and others, would and must ultimately be $48 per horse-power. Various conferences took place and on Feb. 22 the Company made a proposition that its business be taken over and "debentures with a rate of interest to be agreed upon between the parties, be given to its shareholders in payment of their stock in the Company and a sinking fund be created out of profits, which would meet the debentures at the redeemable value now to be agreed upon." Finally, on Mch. 10, negotiations were blocked by the refusal of the Company to publish its contract with the Development Company until a definite offer was made; or to sell without the contract being included. The City declined to make a definite offer because its policy under the By-law compelled the purchase of all its power from the Commission. Sir Henry Pellatt, on Mch. 15, put the Company's view as follows: "Let it be understood that the Electric Light Company has never refused to sell to the City on reasonable terms, but not being in the market to sell, it cannot be expected to put a price upon its plant and other assets. . . . The City has not a free hand to deal with the proposition, because it is tied up with the Hydro-Electric Commission, through

whom it must take its power. In other words, by the act of the City itself, competition in the cost of power for city purposes has been absolutely destroyed."

Following this deadlock the City Council, on Mch. 16th, unanimously endorsed a suggestion from the Mayor and authorized him by Resolution to apply to the Hydro-Electric Power Commission for 10,000 horse-power at $18.10 per horse-power with a Civic distribution system as an alternative to any possible purchase of the Electric Light Company's plant. On July 3rd Mr. Emerson Coatsworth, K.C., ex-Mayor, wrote Mayor Oliver expressing doubt regarding the official figures of cost for a distribution plant and asking questions as to the alleged divergence between the contract presented by the Commission to the City Council for approval and the terms of the By-law passed by the City ratepayers in January. He followed this up with another letter giving a series of comments on technical points, and as to the actual cost of a plant to the citizens, with expressed fear of class rates. In *The Telegram,* on July 25th, appeared a more elaborate letter declaring the actual cost of power delivered at the outskirts of the City to be $36.20 instead of $18.10; alleging a scale of rates discriminating between large and small users; claiming, in short, that there would be no such thing in Toronto as cheap power under the proposed Provincial and municipal system.

Then came the final incident of the year in this connection when Mr. W. D. Beardmore, in August, brought action against the City of Toronto to restrain it from proceeding with the Hydro-Electric Commission contract on the ground that it was not in accordance with the By-law and for various other reasons alleged to concern the public. The Courts, when the matter came up for hearing, suggested that the Hydro-Electric Commission should be added as a party defendant, and that the necessary fiat should be secured from the Attorney-General. Application was accordingly made to the Acting Attorney-General, Sir James Whitney. The application, and another one from a citizen in London, was heard on Dec. 1st with arguments for and against by a number of leading lawyers. A part of the press discussed the matter as a serious attack upon the Power policy of the Government and, on Dec. 8th, Sir J. P. Whitney replied to the application as follows:

> I am expected, apparently, on the mere statement of a plaintiff that the members of the Hydro-Electric Power Commission were guilty of fraud and deception, as set out in the statements of claim, to assume the truth of the statement and, therefore, grant a fiat. Under this doctrine it would be simply necessary for a plaintiff to interject into his pleading any allegation calculated, if true, to justify the issue of a fiat and a fiat would follow as a matter of course. As I cannot agree with this, and as, under such circumstances fiats have been many times refused, I do not see my way clear to grant these applications.
>
> Apart from the question of fraud, the plaintiffs' contention in each case rests upon the view that the municipal councils had not the power under the statute to finally enter into contracts with the Hydro-Electric Power Commission without submitting the terms of them to the ratepayers.

I have personal knowledge that this was not the intention of the Legislature and I cannot divest myself of this knowledge. It may be that at its next Session, which cannot now long be delayed, the Legislature may make a declaration on the subject. In refusing the applications now I reserve leave to the applicants to renew them after the opening of the Session.

A part of this general controversy was the position in Hamilton where, also, local Electrical interests had a strong hold. The Cataract Power Company—obtaining its supply from De Cew Falls—formed a powerful combination of street railway, electric lighting and power interests, under the direction of Colonel J. M. Gibson, politician, lawyer, and capitalist. Though unsuccessful in defeating the January By-law, the Company was active during the year in counter proposals, the offer of better terms, etc. On May 6th it offered to supply the City under definite contract with electric power at 10 per cent. less than whatever figure the Hydro-Electric Commission might name and, on June 10, by a vote of 11 to 10 the City Council decided to consider the Cataract offer. The latter concern on June 22nd officially informed the Council that its acceptance of any Commission arrangements would seriously affect the financial condition of the Company and that it was prepared to offer power for lighting and other purposes at the City's own terms and rates for a period of five years. Mayor Stewart led in a campaign against having anything to do with the Cataract Company and in favour of the Power Commission contract while various reasons for accepting the Cataract offer were given at a Board of Trade meeting on July 6th.

The City, it was said, without the expenditure of large sums of money and without assuming heavy obligations impairing local credit, could secure light and power at ten per cent. below the offer of the Hydro-Electric Commission; Hamilton had for some years occupied a more favoured position than any Canadian city in respect to cheap power and it would be unwise to now join in helping other municipalities to obtain cheap power, and thus take away an advantage in persuading manufacturers to locate there; the City desired to get in touch with the trade of thousands along the line of the proposed Hamilton, Waterloo and Guelph Railway and it would be disastrous to impair the credit of the Dominion Power and Transmission Company (of which the Cataract Company was a part) and thus prevent it from building that road. An expert appointed by the Council reported in favour of the Cataract proposals and, on July 16, the Western Power Union meeting in Guelph discussed the Hamilton situation as affecting the general project and passed a Resolution demanding that the City maintain its co-operation with the other municipalities as approved by its own people in January; or else that the Council should submit the Commission contract and the Cataract offer to popular vote; that if neither of these two things was done the

Union would proclaim the action of the City a hostile one and earnestly oppose any future application by the City to the Commission for electric power.

Finally, after several stormy meetings the Hamilton Council on July 18 passed a By-law accepting the Cataract proposals and putting them in the form of a contract. Mayor Stewart promptly refused to sign the By-law and on August 6th he was ordered in Court by Chief Justice Falconbridge to do so. This was considered a substantial victory for the Electric interests and especially for Colonel Gibson; that it was not a popular one was indicated by the Mayor's election to Parliament with a large majority a little later. Meantime action was taken by a private citizen to have the contract declared invalid. It was dismissed by Mr. Justice Anglin on Dec. 28 who, however, found that the payment of money under the Contract must be ratified by the City Council from year to year. Two other interesting legal decisions were given at this time. Mayor Patterson of Galt refused to sign the contract with the Power Commission and Mr. Justice Anglin on Sept. 10 declined to grant a mandamus compelling him to do so. "I do not agree," said Judge Anglin, "in the view that the Mayor or head of a municipality is a mere automaton, bound to place his signature to any document or instrument, however vicious or illegal, merely because he has been directed to do so by the Municipal Council." On the other hand the Mayor of Berlin had been instructed on Aug. 28th by Mr. Justice Latchford to sign a similar contract.

During the year an international issue arose in connection with the proposed United States Waterways Treaty and on Feb. 14 Mr. Beck addressed to Mr. Premier Whitney a letter which was made public a few days later and which pointed out in vigorous style the importance of the power rights involved. "In the Falls of Niagara we have been endowed by nature with one of the richest assets which we could possibly possess, an asset which should enable us to attain a degree of industrial development unsurpassed in any other portion of the world. Its value to us, however, consists not simply in our possession of it, but in our liberty to enjoy to the full the advantages which it can be the means of conferring and if, as is now proposed, our rights of power development are to be restricted to the narrow limits of the charters already granted the value will be very largely wiped out." The dangers of restrictive use of the Falls in hampering industrial development and perhaps helping corporation control were urged. Following this the Whitney Government arranged a Conference for Feb. 20 with Mr. Bryce, the British Ambassador; and Messrs. Foy, Beck and Hendrie of the Ontario Government, and W. K. McNaught of the Hydro-Electric Commission were appointed to meet him. As to this the Report of the International Waterways Commission presented to Parliament on June 5th contained a very clear statement:

The Commission recommend that such diversions, exclusive of water required for domestic uses or the service of locks in navigation canals, be limited on the Canadian side to 36,000 cubic feet per second, and on the United States to 18,500 cubic feet per second (and in addition thereto a diversion for sanitary purposes not to exceed 10,000 cubic feet per second be authorized for the Chicago Drainage Canal) and that a treaty or legislation be had limiting these diversions to the quantities mentioned. The Canadian Section while assenting to the above conclusions do so upon the understanding that in connection therewith should be expressed their view that any treaty or arrangement as to the preservation of Niagara Falls should be limited to the term of 21 years, and should also establish the principles applicable to all diversions or uses of waters adjacent to the International boundary and of all streams which flow across the boundary.

What of the Liberal policy in this whole question? It may be described briefly as accepting the general principle without very much enthusiasm, criticizing any obvious delay, with an inclination to anticipate an ultimate collapse of the plan in some of its varied departments—legislative, technical or municipal. Mr. A. G. MacKay said little in the Legislature but asked many questions. He stated on Mch. 26 that full figures as to cost of transmission, etc., should have been submitted to the municipalities by the Commission; that all sections of the Province should not be taxed to erect a Transmission line which would serve a part; that the Government might very well have negotiated with and perhaps have secured control of the Electrical Development Company; that the Government should not have tied itself up to the Ontario Power Company and that, in any case, there had been too much talk and too little result. The Toronto *Globe* was left to represent the party in any aggressive policy and it stood resolutely opposed to certain parts of the scheme as they slowly evolved. It was first of all, ready with warnings. "Mr. Whitney and his colleagues must be quite aware that they would be taking their political existence in their hands if they commended for the acceptance of the municipalities something that turned out later to be inefficient, improvident, or impracticable"—Jan. 4, 1908.

Then the City and the Electrical interests were warned (Feb. 18) against the coming situation: "*The Globe* stands, as it always has stood, against the folly of duplicating either the Transmission line from Niagara Falls or the Distribution plant in Toronto. Only the more colossal folly of fighting public rights and flouting public opinion on the part of those now in control of the Electric situation would warrant the City in being a party to a scheme that would involve enormous construction expenditures and the consequent losses of competition in a field where there should be but one plant." As to the supposed negotiations for Electrical Development Company sale to the Government it was (Mch. 13) emphatic in its criticism: "A proposal from British bond-holders to consider the securing of perpetual ownership and control of the supply of Niagara power has been thrown aside as if it were an application for a change in the assessment law." Meantime the work of the Government, of Mr. Beck, of the Hydro-Electric Power Com-

mission, and of the municipal interests involved, had gone steadily on—the figures for the 15 municipalities which by May of this year had applied for power being in quantity 30,335 horse-power; in average maximum cost ready for distribution to each municipality, $23.84 per horse-power; in total cost to the municipalities (financed by the Government) $3,610,000; in estimated line loss and cost of operation, etc., $169,838.

Financial Conditions and the Provincial Budget

The state of Ontario's finances was most prosperous during 1908 and the Provincial Treasurer (Hon. A. J. Matheson) in his Budget speech of Mch. 19th was able to congratulate the Legislature upon conditions up to that date while later developments during the year still further confirmed his buoyant view. The receipts for the calendar year 1907 had been $8,320,419, the disbursements—apart from expenditures upon the Temiskaming and Northern Ontario Railway—were $7,714,245, the surplus was $606,000. Adding these surplus receipts to the $1,050,000 surplus of 1905 and 1906 made a total of $1,656,000 which, he thought, was a pretty good three-year record for the Government. Had the lumbermen been pressed for the full payment of dues during a time of financial depression another $500,000 could have been added to the surplus of 1907 but the Treasurer had decided to allow the amount to stand over until the next year. The interest on the Temiskaming Railway loan of $3,000,000 might have been charged to capital account but he had preferred to let the $105,000 go in as an ordinary disbursement. As to the disposition of these surplus moneys Colonel Matheson made the following statement:

> On the 31st December, 1904, the cash on hand amounted to $2,855,000 and the three years' surplus added to that, $1,656,000, would make $4,511,000 cash on hand if we had paid for the construction of the Railway entirely out of borrowed money. That $4,511,000 is represented to-day by the cash on hand, $1,674,000 and advances to the T. and N. O. Commission, $2,837,000. This advance of $2,800,000 is not a payment on account of construction, it is simply a loan to tide over the financial crisis; because it would have been impossible during the past year to have obtained a loan in Europe or Canada on favourable terms. We, therefore, used this money as a loan towards the construction account, and it is proposed to float a loan in London during this year to replace it, in order that other services may not be starved by investing all our spare cash in the Railway. There should be built a central prison; there should be an addition to this Parliament Building; the northern country, although we have spent large amounts on roads and bridges and buildings, needs further development; while there are many other reasonable demands, and it is not fair to the rest of the country that every dollar of cash in hand should be devoted, to a great extent, for the purpose of constructing that Railway.

During the year the first instalment had been paid of the increased Dominion Subsidy of $790,000. The amount received from Lands, Forests and Mines was $3,068,000 or $370,000 less than estimated. The estimate, however, had included the lumbermen's $500,000 which was held over. "Even then, however, we collected $300,000 more than in 1904, although in 1904 the Province received $1,600,000 from the bonuses on the timber sales.

Although the special payments received in 1907 for Cobalt Lake and Kerr Lake and timber bonuses only amounted to $1,300,000 against $1,600,000 bonuses received for timber in 1904, or $300,000 less in total, there were collected over $600,000 more in ordinary revenue than in 1904." An important element in this revenue was the Succession duties which in 1904—the first year of the Whitney Administration—had totalled $458,000, collected from 168 estates, and in 1907 amounted to $820,000 from 271 estates. The total receipts of the latter year from all sources were $2,192,000 more than in 1904. Colonel Matheson estimated the receipts for 1908 at $7,921,000, including $100,000 from the Provincial Mine in the popularly-named Gillies Limit. The expenditures he put down as $7,501,000 including a large increase for Education or a total increase over 1904 of $600,000. "The Liabilities of the Province are very much the same as they were three years ago, with the exception of the two loans for the construction of the Railway and the advance to the University, $550,000, part of which has been paid off. We have, during the past three years, reduced the liabilities of the Province in regard to Railway and Annuity certificates by $255,000 or from $4,134,000 to $3,869,000. We have paid $34,000 in cash subsidies, instead of issuing railway certificates, to the Central Ontario Railway and Lake of Bays Railway, and we have paid on our own loan in London, on the sinking fund of the English loan, $63,000, so we have made a reduction in our Debt in the past three years of $352,000. During our three years of office, we have reduced the guarantee on what is known as the Sault loan by $1,000,000. The guarantee, owing to the stress which is not yet over, and the financial crisis, we have agreed to renew for six months from the 1st of April next." The Receipts and Expenditures for 1907 and 1908* were as follows:

Receipts.	1907.	1908.
From Dominion of Canada	$1,734,029 68	$2,128,772 08
Interest	188,721 13	239,577 31
From Crown Lands, Mines, etc.	3,068,494 09	2,430,429 39
Licenses	587,126 60	577,771 11
Law Stamps	94,684 75	95,695 15
Education Department	47,828 21	50,960 02
Provincial Secretary's Department	257,208 43	172,980 43
Game and Fisheries	68,111 91	101,053 56
Agriculture	78,598 18	87,722 05
Supplementary Revenue Act	672,241 76	695,482 31
Succession Duty	833,502 99	1,134,898 88
Public Institutions	266,391 74	238,247 60
Casual Revenue	164,525 27	105,799 02
Temiskaming Railway earnings	235,090 69	350,000 00
Sundries	23,863 76	20,859 14
	$8,320,419 19	$8,430,248 05
From Dominion of Canada (Special Payment)	.....	172,654 91
Total Receipts	$8,320,419 19	$8,602,902 96

* NOTE—The 1908 figures are compiled from the Budget Speech of 1909.

Expenditures.	1907.	1908.
Civil Government	$502,883 20	$518,823 91
Legislation	223,327 80	236,787 98
Administration of Justice	579,598 16	607,090 74
Public Institutions, Maintenance	990,379 18	1,026,823 85
Education	1,359,105 81	1,564,567 81
Central Prison Industries	65,483 69	54,344 10
Colonization and Immigration	52,024 45	33,645 00
Agriculture	480,317 84	534,325 72
Hospitals and Charities	338,011 70	317,774 60
Public Works	133,410 03	142,966 04
Repairs and Maintenance	95,336 40	105,278 69
Public Buildings	422,222 12	565,911 43
Colonization Roads	316,906 39	459,894 73
Charges, Crown Lands	541,827 61	555,122 12
Miscellaneous Services	196,815 12	468,131 30
Commutation Veterans' Land Grants	46,850 00	29,995 83
Special Grants, Payments, etc.	806,241 19	771,752 84
Railway Aid Certificates	120,860 68	120,860 68
Annuity Certificates	102,900 00	102,900 00
Interest on Bonds, Sinking Funds, etc.	339,744 34	340,067 23
Total Expenditure	$7,714,245 71	$8,557,064 60

The 1908 surplus was only $45,838, the receipts were $380,000 in excess of the estimates and the expenditures $1,050,000 in excess. The Assets of the Province on Dec. 31, 1907, included Bank balances of $1,674,084 with debentures and a sinking fund totalling $161,910. Trust funds of the Province were also held by the Dominion to the value of $3,390,079. The Provincial Liabilities included debts due the Dominion of $1,737,190; Ontario Government stock and bonds totalling $8,840,004; Railway and Annuity certificates outstanding at a present value of $3,869,285; School Fund collections payable to the Dominion $10,075 and University of Toronto certificates at a present value of $530,010—a total of $14,986,566 direct liabilities. The indirect Liabilities were the Sault Industries' guaranteed Loan of $1,000,000, the Niagara Falls Park bonds of $600,000, and the Canadian Northern Ontario Railway Co. guarantee of $5,360,000.

The Liberal Opposition, led in this respect by Mr. E. J. B. Pense, criticized the Budget in detail as shewing greatly increased outlays. To the late Administration its progressive features such as the Succession duties and the Temiskaming Railway were, it was claimed, due; the increase in expenditure was described as too large—from $5,267,453 in 1904 to $7,714,247; the "safe financial policy of a generation," exclaimed *The Globe* of Apl. 22nd, "has already become ancient history"; the revenue from Lands and Forests and Mines was said to encroach upon the capital of the Province; the increase in expenditure, declared Mr. Hislop in the Legislature, was as great per capita in the past three years as it had been in the preceding 32 years. On Mch. 26th a Resolution was presented by Mr. A. G. MacKay, Opposition Leader, as follows: "That this House regrets the yearly increase in the

ordinary controllable expenditure of the Province during the last four years, noticeably under the heads of Civil Government and Contingencies; the expenditure under the former, Civil Government, having risen from $344,006 in 1904 to $538,475 in 1907, and that under the head of Contingencies from $78,442 in 1904 to $165,035 in 1907, and also regrets that the Government is open to a charge of carelessness and extravagance in several other items of large expenditures." After a spirited political discussion between Mr. MacKay and the Premier the motion was defeated by 54 to 19 votes.

During the Legislative term the Provincial Treasurer was authorized to float a loan for $4,000,000, of which $3,000,000 was to be spent on Temiskaming Railway construction. On May 2nd it was announced that half of this sum, in Treasury Bills of £400,000, for six months at 3 per cent., had been disposed of in London through the Bank of Montreal and at very short notice. In September, under the terms of an Act passed during the sitting of the Legislature, the Government received from the Dominion authorities the sum of $229,949 and this closed up certain Trust Funds which had been held, respectively, by the two Governments, for and against each other, since Confederation. During the year the Province of Saskatchewan joined Nova Scotia, New Brunswick and British Columbia in entering upon a reciprocal arrangement with Ontario regarding Succession Duties. This meant that each of the Provinces would collect the taxes on the portions of estate located within their boundaries, making an allowance should the rate charged by one exceed that charged by the other.

The Temperance Question and Prohibition Activities

The 1908 Report of the Provincial Secretary of Ontario shewed a revenue derived from tavern and shop licenses, fines, etc., in the License year, totalling $497,195 as compared with $471,827 in 1906-7 and $330,430 in 1905-6; a total number of 2,481 licenses in 1907-8 as compared with 2,571 and 2,745 respectively in the two preceding years; payments to municipalities out of this revenue of $411,041 in 1907-8 compared with $411,916 in 1906-7 and $241,019 in 1905-6; the collection of $32,850 in fines—the largest on record in the Province. At the beginning of the year there were 177 municipalities in the Province under Local Option, 332 were free from licenses and 475 were still granting licenses; there was a contest going on in 84 others; there was a strong public sentiment in favour of abolishing the bar in hotels, etc.; there was also a strong objection in many circles to any compulsion in the matter of non-drinking. An interesting suggestion was made in this connection by the Toronto *News* on Jan. 4th: "For certain districts and the centres of population the sale of liquor in sealed packages by Government officers could be instituted. This sale should be strictly confined to shops, and the bar in all houses of public accommodation should be prohibited. The

bar is the centre of the evil, and as has been said, opinion seems to be ripe for its abolition. No hardship would arise if liquor could be got in sealed packages and the whole treating system would gradually disappear."

Of the Local Option contests proceeding at this time By-laws were carried in 31 out of the 84 municipalities and involving 94 licenses; they were lost by a majority of less than the three-fifths requirement in 29 municipalities involving 100 licenses; they were defeated by an adverse vote in 24 municipalities having 68 licenses. The situation in the contests of January, 1907, had been very similar when By-laws were carried in 41 municipalities with 71 licenses, lost by a majority less than three-fifths in 44 municipalities with 142 licenses and defeated in 15 municipalities with 35 licenses. In January, 1908, a spectacular fight occurred in Owen Sound, a Local Option town where Mayor Matthew Kennedy, upon a distinct issue of repeal, was re-elected by 172 majority. A letter written by him was widely published in the Provincial press by opponents of Prohibition. In it he said: "In Owen Sound there is a good, capable License Inspector who does what he can to enforce the law, but public sentiment is against doing so, notwithstanding the large majority by which it was carried, and liquor is sold in large quantities yet. There has not been a single instance of anyone having been sent to gaol, although several convictions have been secured against nine hotels here. Lately some seventeen informations were laid by the License Inspector, every one of which was dismissed with costs, although he had two detectives who swore that they had got liquor. The writer knows places where liquor can be purchased in which it was never seen before Local Option came into force and he is informed that there are 61 of such places in the town."

During these Local Option campaigns its advocates had been vigorous in their criticism of the enactment of the Whitney Government under which a three-fifths majority was necessary before the By-laws could become effective—with a similar requirement for repeal. In this matter the Government was supported by Australian precedents, by a British Parliament Committee report, by Church practices and business customs in Canada; it was strengthened by the necessity of making such laws reasonably permanent. More and more money was being spent in efficient enforcement of the License Law as a whole and upon this fact the Government prided itself. As to the Opposition it was in favour of repealing the clause altogether and was pledged to some form of Prohibition by the past promises of Sir Oliver Mowat (Feb. 26, 1894), Hon. A. S. Hardy and Hon. G. W. Ross. In the Legislature, on Feb. 13, Mr. T. H. Preston (Lib.) declared it to be one of the principles of his side of the House that "the majority shall rule and that the three-fifths clause in the Local Option law shall be repealed." Meanwhile the Temperance and Moral Committee

of the Presbyterian Church in Canada had declared in favour of abolishing this clause, as did a Convention of the Royal Templars of Temperance. On Feb. 25th an immense delegation of 1,000 persons representing the Ontario Alliance for the Prohibition of the Liquor Traffic waited upon Mr. Premier Whitney and through its President, Joseph Gibson of Ingersoll, asked for the repeal of this restriction as being "contrary to justice, fair play and the spirit of our institutions." The Rev. Dr. Carman declared that as to this question he was in politics and other speakers followed echoing and reiterating the demand for "majority rule." Mr. Whitney, in his reply, defended the Government's position in a general way and spoke earnestly upon the problem as a whole:

With reference to our attitude on the Three-fifths clause and your attitude with regard to it, the positions that we have taken in the past are thoroughly well understood. I was perhaps a little disappointed to hear Mr. Gibson quote entirely from the great Republic to the south of us. I have a word to say with regard to the action of the British Dominions all around this world where this great question has been dealt with by means of legislation; and I for one, Sir, while I would not hope to move by the width of a hair what may be your honest convictions in the matter, still, I am proud to say that I have a sympathetic feeling towards the united action of other British communities with reference to any political question or any moral question, and I am not going to the great Republic to the south of us for an opposing inspiration or for wisdom in a public sense.

Perhaps I am wrong in my apprehension of what you have said, but if you say you are in politics, I can say this, that we are in politics too. This Government is in politics and when the time comes—no matter what our policy may be on this question or any other—we will be prepared to throw down the gage of battle and let the people of Ontario decide as to our deserts on this or any other question. Ladies and gentlemen, whatever else we may do, let me tell you this, that as long as this present Government exists, or has in it the breath of life, it will act upon what it is prepared to show in very deed as its honest convictions. They may be mistaken ones, just as yours or anybody else's may be mistaken ones; but we propose to act upon them, and when I say that, I hope it is in a spirit of modesty. Liquor can now be manufactured within the Province and brought into the Province in spite of anything the Provincial Government may do. Mr. Ross said, very truly, that the bar is a terrible evil but it is not the worst evil of all. The worst evil is a condition of affairs that encourages a man to take whiskey home and drink it at his own fireside. But that is a question we cannot deal with because it is beyond our jurisdiction. Now you will all know in due course what the attitude of the Government is with reference to some other propositions that may be made in order to perfect the present License Law, or to get it as near perfection as possible.

On the following day the Prohibition Alliance met in its annual Convention. The general platform was re-affirmed including the abolition of the three-fifths clause in Local Option voting; the cutting off of all licenses as soon as possible; a proviso that all houses for public entertainment should be under legal inspection, whether licensed or not, and be compelled to give accommodation to all persons in so far as their capacity permitted; the declaration that any one arrested for intoxication should be made to disclose, under oath, the place in which he purchased the intoxicant.

During the Session the License Act was amended in two important features which were approved by the Prohibition people though they expressed disappointment over the omission of any change in the three-fifths clause. Evasion of the law by bar-leasing was dealt with satisfactorily and another clause provided that where the quashing of a Local Option by-law took place upon a technicality no license should be issued in the municipality without the Minister's written order. This was made retroactive and resulted in the cancellation of several licenses. In the House, on Apl. 9, upon the third reading of this Bill, Mr. T. H. Preston for the Opposition, moved the striking out of the three-fifths clause from the original Act. The motion was rejected by 55 to 21 after the Hon. Mr. Hanna had made a strong speech in support of the Government's policy. "Justice had not formerly been done to Local Option. In many places officers were chosen who merely laughed at violations of the law or declared openly they would be no party to its enforcement. The Province did not now shirk its responsibility in the enforcement of the law. It was just as important to have popular sentiment behind this Local Option Act as any other by-law. Where a simple majority had carried the By-law it had been the custom of those whose interests were affected to keep a Temperance house which was not Temperance at all, and so prolong the agony in the expectation that by making the law disreputable to the end of the three-year period the By-law would be repealed. With a 60 per cent. vote this condition was not present, the law was observed, and the attempts in 1907 and 1908 to repeal Local Option proved that it had come to stay. He would not say that the Government was tied up to the three-fifths clause to all eternity; but they had adopted it and would give it a fair trial."

On June 18th the Church of England Synod of Toronto Diocese carried, by a fair majority, a motion of Hon. S. H. Blake's declaring that "the Clause known as the 'three-fifths clause' as it stands at present should be retained, as it tends to make permanent the advance of work in the cause of Temperance." The *Pioneer,* the organ of the Prohibitionists, on July 31 stated that while enforcement of the License law was much better than under the former Government it was getting lax in certain directions owing to the regular Inspectors now leaving too much work to the special officers appointed by the Government. In September the Rev. Dr. S. D. Chown, for the Methodist Church Temperance department, called attention to what he termed the deplorable quantity of illicit liquor-selling in the mining regions of Northern Ontario with its accompanying immorality. An incident of the early part of the year was the newspaper controversy between Mr. Joseph Gibson, President of the Ontario Prohibition Alliance, and Rev. Father L. Minehan of Toronto. Father Minehan was strongly temperance in his views but he believed in compensation under certain condi-

tions. In *The News,* on Feb. 3rd, he referred to the British compensation of slave-owners as a precedent. "The case of compensation, in instances of hardship arising from license reduction, is far stronger. There are multitudes who do not regard the taking or selling of a glass of alcoholic liquor as bad in itself, and who maintain that the evil is in the abuse and not in the moderate use of the same. Some sixty years ago that opinion was practically universal. An hotel without a bar-room would be regarded in the same light as an hotel without a kitchen. No man would think of putting up at a place in which he could not get whiskey or beer as well as food. And because of that social demand we have the legacy of the alliance of bar-room and hotel." The saloon standing alone was another matter altogether, it was not a Canadian institution, and it required no consideration. Mr. Gibson replied (Feb. 26) by analyzing the differences between slavery and liquor-selling. As to the rest the liquor trade had been given ample warning. "What was the object of the Dunkin Act but to wipe out every bar within the territory over which it had jurisdiction? What was the object of the Scott Act but to do the same thing for the whole Dominion? What is the true significance of the two Dominion and one Provincial plebiscites—the two former as affecting this Province carried by large majorities—but to tell the whole liquor trade of the country that the people would have none of it? Lastly, what warning is contained in the Local Option clauses of the Liquor License Act?"

In Toronto the question of cutting off licenses was keenly discussed during the year. On Feb. 18, in a signed communication to Hon. Mr. Hanna, Provincial Secretary, the resignations of Dr. R. J. Wilson, R. Millichamp and D. M. Defoe, License Commissioners, were received and accepted. They gave as their reason the City Council's action of Jan. 27 in cancelling 34 City licenses through a By-law passed after, and in spite of, a popular majority expressed by the people at the polls in January, 1906, against any reduction of licenses. They claimed that such municipal action involved a breach of public faith with interests which had expended over a million dollars in improvements upon the strength of the people's original decision. Emerson Coatsworth, K.C., ex-Ald. John Dunn and Commander F. C. Law, R.N., were appointed Commissioners on Feb. 22nd. The Prime Minister and Mr. Hanna received, on Feb. 21st, a deputation from the Liquor men who, through James Haverson, K.C., as spokesman, presented a petition signed by 37,676 persons protesting against the proposed reduction of licenses as signally unjust to hotel-keepers who had, since 1906, made strong efforts to improve their places of business and had spent much money in doing so. Mr. Whitney was explicit in declaring his opinion that the Government could not intervene. The law was there, it must be enforced; if the City Council had acted unjustly the remedy lay with the people. Later on a Judicial

decision quashed the City Council By-law and then the Prohibition and reductionist interests inaugurated a vigorous popular campaign for the cutting off of 40 local licenses by a second appeal to the people of Toronto. Elsewhere they conducted a Local Option fight which covered 93 municipalities of the Province.

The City Council in Toronto, led by Ald. F. S. Spence, consented to the submission of a special by-law to the electors in January, 1909, limiting tavern licenses to 110 instead of 150. It was claimed that drunkenness was greatly increasing, that hotel-men were evading the law and, in many cases, were simply keeping saloons. The reply of the opponents of reduction, headed by A. R. Boswell, K.C., as Chairman of a Citizens Committee, declared that reduction meant increased monopoly and a serious concentration of hotels within a small down-town area while, in reality, more and wider accommodation was required. A stormy mass-meeting on Dec. 29th was addressed by Rev. A. L. Geggie and by Father Minehan, who joined with A. B. Morine, K.C., in urging reduction with compensation. Speaking to the Canadian Club on the same day Messrs. A. W. Wright and F. S. Spence dealt with the two sides of the question. The latter stated certain facts as follows: "In 1874 there were in the City 493 licenses with a population of 68,000 and an assessment of $46,000,000; in 1908 there are 150 licenses, a population of 286,000 and the assessment is $223,000,000." With regard to the contention that license reduction would interfere with hotel accommodation he claimed that Toronto had a larger proportion of hotels than Buffalo, Detroit, Pittsburg, St. Louis, Chicago and many other cities in the United States. The argument that there would be a loss of revenue to the City was said to be fallacious because the money came in reality from the citizens themselves and was not provided by the liquor men from any independent source. As to confiscation cases of hardship might arise, but there was no provision in the law for compensation and "the chariot wheels of progress can not be stopped because a few may suffer." The majority for reduction in January, 1909, was 19,338 against 18,492.

An incident of the year was Mr. Justice Britton's decision on Mch. 26 in connection with a Collingwood By-law which sought to increase the local tavern license fees from $450 to $2,500. Reviewing the provisions of the Legislature, His Lordship pointed out that any by-law was ultra vires which sought to bring about by an indirect method what the statutes provided for in some other way; reviewing the circumstance under which the Collingwood By-law was passed he pointed out that the measure was not intended merely to regulate the Liquor traffic of the town so as to bring greater revenue to its coffers but aimed to bring about prohibition—a policy which had been defeated when submitted in the form of a Local Option by-law. The By-law was, therefore, quashed and on Apl. 16 the Provincial Secretary advised a Col-

lingwood deputation that the Government would not take steps to appeal against this decision.

Educational Policy and Provincial Conditions

The Whitney Government during its term of office had so far paid special attention to Education. Speaking at a school opening on Jan. 10th the Hon. R. A. Pyne, Minister of Education, stated that he did not wish to depreciate the work of his predecessors. Many persons held that the old system of 20 years ago was good enough for to-day; but what would the same people now think of farming by pioneer methods? The advances that were being made in agriculture should also proceed in education. In studying the Public School system Dr. Pyne said he had found that the rural school needed the most attention and the Government had now decided to grant more money for the remuneration of rural teachers. A new series of Readers was in course of preparation and he would try to induce the other Provinces to join with Ontario in having national Readers inculcating loyalty and patriotism. When assuming his duties as Minister he had believed that much could be accomplished by teaching children agriculture. The Government had, therefore, established classes in scientific farming in six High Schools. He was glad to say that these were all progressing well and he hoped to see the training extended. In the Legislature, during the debate on the Address, Mr. C. R. McKeown, K.C., pointed out that the grant to rural schools in 1905 was $114,000 and in 1907 $380,000. Nine-tenths of the children in Ontario were educated in the Public Schools, and it was, therefore, necessary for the Government to engage the best teachers available. The standard salary of Public School teachers had been fixed at $300 a year, but the Government did not stop there. It fixed $300 as the minimum and said that if the teachers were paid $400 it (the Government) would pay $40 of the extra hundred and if they were paid $500 the Government would pay $80 and if $600 the Government would pay $120, and thus, by persuasion, the Government had built up the standard of teachers in the rural schools. The children had paid for their books, in the past, two or three times what they should have paid and, as an example, he could say that Fourth Readers which cost 40 cents, four years ago, to-day could be purchased for 15 cents.

On Mar. 17th the Hon. Dr. Pyne dealt at length with Educational matters in the House. He stated that a special grant of $60,000 was being given this year to urban schools and would be used to improve still further the condition and qualification of their teachers and be distributed on a basis of certificate and length of service. An increase from $40,000 to $45,000 was announced in the grant for Continuation schools. Queen's University was to be given $9,000 instead of $5,000 as the second of three payments in aid of its Chair of Pedagogy; an appropriation of $1,000 had been made for school gardens as a beginning in a new line of

instruction; a small increase was stated in the sum paid for schools in which teachers could learn to impart instruction in both English and French. As to the new Readers there would be only one class, the Province would own the plates and copyrights of the books, and their contents would be considered by a special Committee and approved by the Educational Council. "The books will contain articles written mainly by Canadian and British authors. They will be practically Canadian; and while we may have to go outside Canada for some selections which are desirable we trust that the books will be all British and materially Canadian." Model Schools would in time disappear, said the Minister. "The system is not at present a success because of the lack of uniformity. In one County the institution was of high standard and in the next was considered a poor one. It is proposed to retain a number of the schools because for some years Model School teachers will be required in the Northern districts."

In criticizing these statements Mr. Harcourt, late Minister of Education, thought good literature should not be barred from the new text-books because it was American. He wanted school libraries in all the schools. As a whole, however, the Government policy in this respect was not attacked by the Opposition. On Mch. 25 Dr. Pyne introduced three measures which afterwards became law. They were amendments to various Acts and embodied extensions of the Government's policy as to Public Schools. The amendments provided for the re-organization of Continuation classes, in accordance with the policy endorsed at a conference of Trustees and Inspectors during the 1907 meeting of the Ontario Educational Association. In future there would be Continuation schools and Fifth classes, a distinction being drawn between two grades of what had hitherto been called by the former name. The Continuation schools would impart instruction in advance of, and inclusive of, that prescribed for the Fifth class of the Public Schools and employ one, two, or three teachers. The Continuation schools would be, to all intents and purposes, rural High Schools, and under this new classification they already numbered over 100. The object of the Government was to develop these schools so that before long there would be one in every township in the Province. The other so-called Continuation classes, exceeding 300 in number, had been really doing fifth-class work. These would now be termed Fifth classes, and financial inducements to extend and improve their courses would, it was hoped, cause them to multiply rapidly. The design was to secure to the rural parts, and to the small urban centres, better facilities for secondary education. With the object of supplying teachers with special qualifications in elementary agriculture, horticulture, and workshop training, for rural schools and small industrial centres, courses were to be provided at the Ontario Agricultural College which would be supplementary to the Normal School training. An amendment also gave

the Minister of Education power to establish Model Schools, the intention being to assume control and financial support of such Model Schools as might be retained—these to be situated in such parts of the Province as required, for financial reasons, teachers with the new third-class certificates.

The Report of the Minister of Education for 1908 had a ring of confident progress in its tone. Dr. Pyne laid stress upon the necessity of continued expansion in Technical Education facilities and dealt at some length with the condition of the teachers. In the five year period, 1903-7, the increase in the average salary paid to male teachers had been $131, to female teachers $96. "The advances recorded in 1907 exhibit the direct influence of the larger grants paid by the Legislature to the schools. In that year the increase was to male teachers $49; to female teachers $51. If this rate of increase continues we may look forward to a time when Ontario will retain all her best teachers instead of seeing so many of them drawn to other Provinces or drifting into other occupations. The proportion of women in the teaching profession increases, being 81·98 per cent. in 1907 as compared with 80·92 per cent. in 1906. It should be borne in mind that the increased salary scale tends to make teaching a permanent profession, retains in it men and women to whom it is a life's work and gradually does away with the necessity of employing persons without the requisite training who are granted temporary certificates in order to keep the schools open." The total expenditure in all primary schools was $7,556,179, an increase of $1,152,973 or 18 per cent. over the preceding year. The expenditure increased from $14.26 to $16.85 per pupil, enrolled attendance, and from $23.96 to $28.35 per pupil, average attendance. The amount expended in teachers' salaries in all primary schools was $4,389,524 being an increase of $508,976 over the preceding year. The opening of new Normal Schools at Hamilton, Stratford and Peterborough was referred to and it was stated that a larger number had applied for training than could be admitted and that 1,149 teachers were then under instruction. In the past few years it had been decided that the training of character must be given a higher place in the schools and for this purpose several subjects had been eliminated from the examination for admission to teachers' training schools. The following were the more important Educational statistics for the year 1907 as given in the Report:

Number of Public Schools in Ontario	5,819
Number of enrolled Pupils in the Public Schools	396,716
Number of Teachers—men, 1,688; women, 7,171	8,859
Number of Teachers who attended Normal Schools	4,420
Number of Teachers with a University degree	81
Average annual salary of female Teachers	$420
Average annual salary of male Teachers	$596
Amount expended for Public School-Houses	$1,033,912
Amount expended for Teachers' salaries	$4,108,040
Total amount expended on Public Schools	$6,842,000
Cost per Pupil (enrolled attendance)	$17.24

Public School Teachers in Rural Schools—	
1. Male, 1,201; 2. Female, 4,837	6,038
Public School Teachers in Urban Schools—	
1. Male, 582; 2. Female, 3,273	3,855
Number of Roman Catholic Separate Schools	449
Number of enrolled Pupils of all ages	51,502
Number of Teachers	1,034
Amount expended for School-Houses	$186,908
Amount expended for Teachers' salaries	$281,484
Total amount expended	$714,176
Cost per Pupil (enrolled attendance)	$13.86
Number of High Schools (including 42 Collegiate Institutes)	143
Number of Teachers	750
Number of Pupils	30,331
Average annual salary, Principals	$1,377
Average annual salary, Assistants	$1,040
Average annual salary of all Teachers	$1,105
Highest salary paid	$3,500
Amount expended for Teachers' salaries	$783,782
Amount expended for School-Houses	$193,975
Total amount expended	$1,213,697
Cost per Pupil (enrolled attendance)	$40.01

During the summer the Minister of Education visited Great Britain in order to obtain information as to Technical Education there. On July 18th it was announced that Dr. F. W. Merchant, M.A., of London had been appointed Chief Inspector of Public and Separate Schools and Inspector of Normal and Model Schools; that John Houston, M.A., Registrar of the Department of Education, was to be the new Inspector of High Schools; that Robert W. Anglin, M.A., would succeed Mr. Houston as Registrar and Chairman of the Board of Examiners; that Dr. S. A. Morgan, B.A., would be the Principal of the new Normal School at Hamilton, W. H. Elliott, B.A., at Stratford, and D. Walker, B.A., at Peterborough; that S. W. Radcliffe, B.A., would replace Dr. Merchant at London. Later in the year Mr. W. H. Elliott was appointed third Inspector of Toronto's Public Schools. The usual variety of subjects was discussed at the Ontario Educational Association when it met in Toronto, on Apl. 21st, with 300 teachers present and Mr. L. E. Embree, LL.D., in the chair. The President in reviewing conditions claimed that the subjects that make for culture were still necessary to any complete education and the fitting of a man to spend his leisure time profitably to himself and others as well as helping him to get on in the world. "The strength of the mental and moral fibre of the child gains in the process of education, and the sort of character he develops must be an incident of the teaching and depend upon the methods of instruction and the personality of the teacher." He doubted if Kindergartens had proved as useful as earlier advocates expected; still they had done much to brighten the lives of many children. He believed in a moderate number of examinations and pleaded for proportionate values to be placed on experience in teaching. He referred to the

increasing proportion of women in the profession and believed that they were indisputably the best teachers for boys and girls in primary classes; the older boys, however, should largely be under the instruction and control of men; and the more advanced courses for boys and girls should be differentiated to fit their temperaments and the different purposes for which they were being educated.

In the various Sections a great variety of subjects were discussed during the meetings—absence of co-ordination in the Textbooks, advances in evolutionary studies such as heredity, value of Domestic Science, the Immigration problem, rural school training, influence of the Ontario Agricultural College, the force of personality in teachers, the working of the Approved School idea, Canadian prose literature, industrial education, extension of the powers of the National Battlefields Association to the acquisition of other historical sites in the country, the dual language question, the duties of Head-masters, the study of Mediæval literature, the usefulness of manual training, Citizen-making, the study of Applied Design, the work of Women's Institutes, health amongst children and the medical inspection of schools, the ethical value of classics, military training, the study of Shakespeare. The Ontario Teachers' Alliance, a collateral institution, reported work done during its first year, drafted a constitution for mutual protection and improvement, and elected Dr. Embree President. Mr. W. H. Ballard of Hamilton was elected President of the General Association and Mr. R. W. Doan of Toronto, Secretary. Chairmen of the different Sections were elected as follows:

Section.	Chairman.	Address.
Natural Science	G. A. Cornish, B.A.	Lindsay.
Public Schools	G. A. Cole	Orillia.
Trustees	Robert McKnight	Owen Sound.
Mathematics and Physics	Wilson Taylor	
High School Principals	F. C. Colbeck	West Toronto.
Kindergartens	Miss Clara Brenton	London.
Inspectors	David Robb	Brussels.
Classical	C. A. Mayberry	Stratford.
Training	S. J. Keys	Cornwall.
Continuation Classes	J. H. Cameron	Brussels.
Hygiene	W. F. Chapman	Toronto.
Modern Languages	Pelham Edgar, PH.D.	Toronto.
English and History	A. MacVicar, B.A.	London.
Commercial	F. W. Edward	Chatham.
College and High School	W. Pakenham, M.A.	Toronto.
Manual Arts	Miss A. A. Powell	London.

An interesting incident of the year was the discussion toward its close of the announced intention of the Education Department to encourage the use of English, as opposed to American spelling, in the schools—starting with the use of the letter "u" in words such as "honour," "labour," etc. The printing of the new Textbooks was to be carried out along this line. The proposal was vigorously attacked by *The Globe* and other Liberal papers and by some that were not Liberal. The issue as to English *vs.* Ameri-

can was waived aside and the criticisms were based largely on convenience. Said *The Globe* of Dec. 18: "It would certainly be a serious mistake to insist on compelling pupils to practise at school spelling which they will inevitably abandon in after life. This is the surest way to promote and perpetuate the confused orthography that is at once so prevalent and so objectionable. It is right that the modes of spelling used in the books should be constant; but it is also right that the forms used should be the most phonetic sanctioned both by philological scholarship and by popular use." The opposite view was summarized as follows in an interview with Mr. Castell Hopkins published in the same paper: "(1) The English language arose and developed in the Mother Country, its best practice has naturally accompanied the growth of culture there, its future development abroad may be best copied from the customs prevalent at its source; (2) all the high-class English newspapers such as *The Times, Standard, Daily News,* etc., follow this particular practice, the principal publishers of books invariably do so, the higher elements of the literary life of England use the letter, the universities and public schools teach its use, the Government and all official authorities pronounce it to be necessary; (3) the people of the United States are developing what they boastfully call an American language and I see no reason why Canadians should copy them in this or why they should not greatly prefer to remain British in their language as well as in their institutions."

The University of Toronto continued to hold a prominent place in public policy during the year. A gathering in Convocation Hall on Feb. 18th was made up of Members of the Government, Legislature, City Council and Board of Education, together with the University President and Board of Governors. Dr. Falconer, in welcoming his guests, described the occasion as one of appreciation of the generous support given by the Government to the University and a recognition of the fact that the latter institution should be in close and vital touch with the life of the city and Province and with the various representatives of the people. The President questioned if there was in Britain any University with an undergraduate enrollment equal to that of Toronto. His own *Alma mater* of Edinburgh University, a few years ago the largest, had last year but 3,100 students as compared with 3,470 in the University of Toronto. Of this enrollment 1,400 were in Arts, 750 in Medicine, 725 in Applied Science, 220 in the new Faculty of Education, with an excellent beginning made in the new Faculty of Forestry. This rapid increase put severe strain alike on the teaching staff and the class-room accommodation. The prospects were for a still larger attendance of students and if the revenues were over-taxed it would not mean extravagance, but only that the Governors were trying to keep pace with the growth and growing importance of the institution. Mr. Premier Whitney in a brief address pledged the continued sympathy and support of the Province in all wise

and reasonable proposals for the development of the University. Mr. A. G. MacKay, Opposition Leader, declared that "with the possible exception of the Public Schools in the older rural districts and the expansion of industrial education, there was nothing which, in his judgment, had an equal claim with the Provincial University." Both speakers eulogized Dr. Falconer for the work done by him since his appointment as President in the preceding year.

At the beginning of the year it was announced that the funds for the re-building and re-organization of the Toronto General Hospital, in association with the University, then included $300,000 from the University, $200,000 from the City of Toronto, and $700,000 from the public. In a letter to the press on May 14 Mr. W. T. White, a University representative on the Hospital Board and a member of the Re-Organization Committee, detailed the nature, principles and policy of the changes which were to be made and the conditions which had to be faced by the Committee. He stated that the advice of Dr. William Osler had been received and details discussed and approved in a joint meeting with the Medical Faculty of the University. The Heads of the various Services were to be as follows: Medicine—Doctors A. McPhedran, W. P. Caven, and G. Chambers; Surgery—Doctors G. Bingham, A. Primrose and H. A. Bruce; Gynæcology—Doctors J. F. W. Ross and Kenneth McIlwraith; Ear, Nose and Throat—Dr. George McDonagh; Eye—Doctor R. A. Reeve. During the fiscal year ending June 30, 1908, the receipts of the University were $653,966 and expenditures $615,344 as compared with $456,398 and $471,696, respectively, in 1906-7. There had been an increase of $20,000 in salaries and, incidentally, the Report of the Board of Governors stated that living in Toronto had increased 50 per cent. since 1891.

In the Session of 1907-8 the Professors, Associates and Lecturers of the University and its associated institutions of Victoria, Trinity, and St. Michael's, numbered 356; the chief new appointments were Dr. R. Rudolf as Professor of Therapeutics, W. Lash Miller, PH.D., as Professor of Physical Chemistry, and W. S. Milner, M.A., as Professor of Ancient History. In the Faculty of Arts there were 1,774 students enrolled, in that of Medicine 755, in Applied Science 724, in Household Science 73, in Education 211, in Forestry 8—a total of 3,545. Of these 2,680 were men and 865 women and in two years there had been a total increase of 1,000 students. During the year 597 degrees had been conferred of which the chief were M.A., 63; D.D.S., 41; B.A., 193; M.B., 134; B.A.Sc., 52; B.S.A., 33; Phm.B., 36. President Falconer, in his annual Report, urged the necessity of an increased teaching staff, described the necessity of elementary work in languages being kept to the Collegiate Institutes, advocated the development of post-graduate work and the stimulation of individual research, described Ceramics, Metallurgy, Technical

Chemistry, and Architecture, as subjects deserving of more thorough treatment, mentioned the unsatisfactory condition of the Library, referred to the increasing value of the archæological material being collected by Mr. C. T. Currelly and others. The year's financial statement shewed Funds of various kinds totalling $3,700,420 and assets of a similar sum which included $2,371,459 as the value of site, lands and buildings, $678,844 as the value of leased properties and $598,406 covering investments and cash.

In the Legislature, on Apl. 9th, Mr. MacKay, Leader of the Opposition, seconded by Mr. R. Harcourt, late Minister of Education, moved that "the present method of making provision for the maintenance and support of Toronto University and University College is unsatisfactory and tends to lessen the interest the public in general take in these institutions; that the law and procedure as to financing the said University and the said College should be so amended and changed as to require the Honourable, the Minister of Education to annually present the estimated expenditure to this House for its approval as is the practice with reference to all other institutions, in order that the representatives of the people, and through the press the people of the Province, may be brought into closer touch with our Provincial University; that a responsible Minister shall be required annually to explain to this House the needs and requirements, financial and otherwise, of the said University and said College and may be compelled to justify all expenditures in connection with said University and said College; that to that end Section 140 of Chapter 55 of 5 Edward VII., which provides that without any annual vote of this House one-half of the average yearly gross receipts of the Province from Succession Duties shall be paid to the Board of said University, shall be repealed." Dr. Pyne, Minister of Education, moved in amendment that "the present method of making provision for the maintenance and support of Toronto University is in the best interests of the people and the University and should be continued." By 55 to 21 votes the amendment was carried.

Speaking at the opening of the 1908-9 Session of the University President Falconer stated that in two years the students of the Faculty of Arts had increased in number 32 per cent., those in Medicine 18 per cent., and those in Applied Science 36 per cent. "Such increases," he said, "make it very difficult for the authorities of the University to solve the housing question. New buildings have been erected, new ones are now being built, old ones have been re-arranged but the problem remains. The most pressing needs, though I can name you many others, are for the accommodation of the Faculty of Education and for the Library. For years the latter has been very much congested. Plans have been drawn for a new wing and the estimated cost is $200,000. That would give us sufficient room for the time being. But where this money is to come from we do not know. It cannot come from

the University revenue. We need the buildings and yet they are not the primary need. We must have quality and number in our Staff. Were we to build with present resources we would have to set a limit on the number of students we could accept; we would have to curtail our staff. Surely our Province will never allow this. Surely it would not limit the number of our students. Yet it rests with the Province to say how the further expansion of this University is to be maintained." On Dec. 3rd one phase of the University's difficulties was met by laying the corner-stone of what Chancellor Burwash of Victoria University described, in performing the ceremony, as "a building set apart for the promotion of higher scientific learning among the women of Canada and for the application of that learning to the perfection and beauty of the Canadian home; and thus for the spiritual elevation of our national life and the highest well-being of the generations to come." This building, with its equipment, was the gift of Mrs. Lillian Massey-Treble at an estimated cost of $300,000 and to her on the following day Sir J. P. Whitney tendered in an appreciative letter the official thanks of the people of Ontario.

An incident of the year was Mr. I. H. Cameron's appeal to the Province, to the Ontario Medical Council and the University itself, to take steps for bringing Ontario into reciprocal relations, as to Medical degrees, with Great Britain. All the other Provinces of Canada had entered into reciprocity of registration and a common standard of recognition. His special point—in a letter to *The Globe* on June 17 was this: "In the Province of Quebec there are two Universities, Laval and McGill, whose diplomas are recognized by the Medical Council of Quebec as entitling them to registration in the Province of Quebec and hence, through reciprocity, in Great Britain and the rest of the Empire also. Upon registration in Great Britain depends access to the public services of the Empire. The medical diploma or degree of the University of Toronto is registerable nowhere—not even in our midst—as a license to practise and it is easy to perceive, therefore, at what a disadvantage our graduates stand."

Meantime, on May 30, it had been announced that Mr. E. C. Whitney of Ottawa, a brother of the Provincial Premier, had presented the University with a valuable collection of works in Egyptology. On June 12th the Hon. degree of LL.D. was bestowed upon His Excellency J. A. A. J. Jusserand, French Ambassador to the United States, upon His Honour Sir L. A. Jetté, Lieutenant-Governor of Quebec, and upon Mr. John MacMillan, B.A., ex-Principal of the Ottawa Collegiate Institute. On Oct. 5th Professor G. Sims-Woodhead, Professor of Pathology at Cambridge University, received a similar honour. Mr. T. W. Crothers, K.C., of St. Thomas, was appointed a member of the Board of Governors on June 23rd, in succession to Mr. J. L. Englehart who had resigned, while Hon. S. H. Blake, John Hoskin, K.C., Rev. Dr.

J. R. Teefy, Judge Colin Snider of Hamilton, and Sir Mackenzie Bowell of Belleville, were re-appointed for a term of six years. In July A. T. DeLury was appointed Professor of Mathematics and W. J. Loudon Professor of Mechanics. Late in the year Dr. T. G. Brodie of London, England, became Professor of Physiology and Dr. R. A. Reeve resigned the position of Dean in the Medical Faculty which he had held for 12 years.

Queen's University, Kingston, had a full share in the public discussion of the year. Its new Physical Laboratories building was dedicated on Jan. 14, with the Minister of Education present to represent the Government which had granted $50,000 for construction purposes. On Apl. 29 the Hon. degree of LL.D. was conferred upon Sir Sandford Fleming, Chancellor of the University, Milton L. Hersey, M.E., of Montreal, Mr. John Charlton, ex-M.P., and Dr. Barker of Johns Hopkins University, Baltimore. At the same time a bust of Andrew Carnegie, presented by Sir S. Fleming, was unveiled. A little later the Rev. Robert Laird, M.A., was nominated as Professor of Homiletics and Pastoral Theology; in August the Rev. E. F. Scott, M.A., of Prestwick, Scotland, was appointed Professor of Church History; in September Mr. O. D. Skelton, M.A., PH.D., was chosen to succeed Professor Shortt in the Sir John Macdonald Chair of Political Economy, and Mr. W. W. Swanson, M.A., PH.D., was appointed to assist him. At this time also Dr. Milton L. Hersey of Montreal contributed $10,000 to endow a Fellowship in the Department of Chemistry at the School of Mines.

The peculiar and indefinite relations of this University to the Presbyterian Church; its position as at once a semi-religious institution and yet in the main a great secular University; aroused keen controversy at this time as in several previous years. The more the University sought to become a National one and to rival in Ontario the influence of the Provincial institution at Toronto, the more its position was discussed. The situation was very well described by *The News* of Toronto on Apl. 18 when it pointed out that the University was still under the auspices of the Church. "The individual members of the Church remain her 'corporators'; she reports annually to the General Assembly; a proportion of the governing body, which has tended to lessen, must be Presbyterian; Queen's College, the core of Queen's University, includes a strictly Presbyterian Faculty of Divinity. It has developed that the General Assembly retains the right to veto any violent change in status, such as the nationalization of the University. But the Church has parted with all control over the management of the institution. This was made over absolutely to the Board of Trustees and the Church has nothing to do with appointments to this body." Principal Grant having failed in making it the one great Central Presbyterian University had then tried to detach it from denominationalism entirely but died before reaching that

point. In 1908 the secular and national aim appeared to be steadily gaining ground.

An additional incentive for separation from the Church was furnished by the desire to be eligible for the Carnegie endowments for retiring Professors and this reason was pressed upon the Board of Trustees at a meeting held on Apl. 29 when Dr. James Douglas of New York, D. B. Maclennan, K.C., of Cornwall, and A. T. Drummond of Toronto, urged as another reason the slowness of the Church in responding to the appeal for a half-million endowment. The Rev. Dr. Campbell of Montreal, Rev. Dr. Gandier of Toronto and G. M. Macdonnell, K.C., of Kingston, supported the existing constitution. The following Resolution was passed: "This Council believing for many and weighty reasons that the expansion of Queen's University renders desirable some modification in her constitution would view with approval any step in that direction which the Trustees might see fit to take in co-operation with the General Assembly." It was claimed by advocates of secularization that the University was attended by young men of all the Churches; that people of all denominations had subscribed to its funds; that of the endowment promised by the Church Assembly in 1903 only $300,000 had been raised and of this $100,000 was pledged by Andrew Carnegie solely upon condition that the other $400,000 was obtained; that the University through its School of Mines and Medical Faculty was in close association with the Provincial Government and might become more so.

At the General Assembly meeting in Winnipeg (June 8) Principal D. M. Gordon presented the question at issue. "If a University cannot avail itself of the privileges of the Carnegie Foundation it will require to provide some similar retiring allowances for its Professors, or else suffer injury as the Professors might be led to leave their positions and accept others in order to be provided with such allowances. McGill University was on the Fund and Toronto is likely to be there. It is assumed that the Assembly would desire, in the fullest measure, to secure the efficiency of Queen's and it would seem that the relations of the Church and the University might be modified, without being severed, to enable the University to take advantage of the Carnegie Foundation, at the same time conserving what is vitally necessary to the present relationship." Since 1903, the Principal added, the enrollment of students had increased from 858 to 1,251, a larger teaching staff was imperatively needed, increasing demands of all kinds were on the horizon. The Provincial Government was doing much. It had fostered the School of Mines till it was practically one of Applied Science and was now giving it $34,500 a year for maintenance and $7,500 for equipment; it had established a Faculty of Education with a grant of $9,000; it had given $50,000 for the construction of Physical Laboratories. A special Committee was appointed to consider the situation and it reported

to the Assembly in favour of referring the whole matter to the Trustees of Queen's with authority to act—subject to due protection of the Divinity Faculty and its Presbyterian interests. A prolonged and somewhat impassioned debate followed but in the end the Committee's Report was adopted. In December Principal Gordon issued a statement urging the removal of denominational disabilities from the charter of the University; recapitulating the history of its relations with the Presbyterian Church in Canada; describing the advantages of general secularization and explaining that the Faculty of Divinity would still be under Church authority; appealing for the continued sympathy and support of friends should such changes be made. The following interesting statistics as to the Presbyterian Colleges of Ontario were given: Knox College has an endowment (including scholarships and library) of $375,000 with buildings valued at $185,000; a total of $560,000; Queen's University, embracing the various Faculties, has a total endowment (including scholarships) of $480,000, irrespective of the amount realized in the present endowment campaign; the annual contributions of congregations, with slight variations from year to year, amount for Knox College to $5,700 and for the Theological Department of Queen's to $3,600.

A few words only can be said here about other Educational institutions. At the closing exercises of Knox College, Toronto (Presbyterian), on Apl. 2nd it was announced that the Rev. Dr. William MacLaren, the Principal, was to retire after 35 years' service on behalf of the College and the Church. The Hon. degree of D.D. was conferred on the Rev. W. A. Wilson, M.A., Principal of the Presbyterian College at Indore, India, and Rev. Alfred Gandier, M.A., B.D., of St. James Presbyterian Church, Toronto, and 20 graduates received their diplomas. At the General Assembly meeting in Winnipeg the past year's revenue of this College was reported as being $20,499 and its expenses $23,614; the revenue of Queen's as $90,564 and its expenses $90,500. On Oct. 5th it was stated that the Rev. Dr. Gandier had accepted the Principalship of Knox and on Nov. 19 he was duly inducted while the Hon. degree of D.D. was conferred upon the Rev. Dr. Frederick B. Duval, Moderator of the General Assembly, the Very Rev. Dr. D. M. Gordon of Queen's, Rev. William Farquharson of Durham, Ont., Rev. William J. Clark of Westmount, Que., Rev. John M. Duncan, B.D., of Toronto, Rev. J. Dick-Fleming, B.D. and Rev. Donald McGillivray, B.D., of Shanghai, China. At the annual Commencement of the University of Ottawa, on June 16th, the Rector, Rev. Father Murphy, stated that all the preliminaries had been settled for starting the construction of the new University buildings. The Hon. degree of LL.D. was given Mr. J. S. Ewart, K.C., and Hon. Charles R. Devlin, M.P.P., of Quebec and that of Litt.D. conferred upon Francis W. Grey of Ottawa. In London on Sept. 17 the Western University chose Colonel J. W. Little,

T. H. Purdom, K.C., Dr. J. D. Wilson and Ald. J. H. A. Beattie to complete the Board of Governors to which the Provincial Government, under the terms of a recent Act, had just appointed the Hon. R. M. Meredith, J. H. Chapman, C. R. Somerville and J. O. Drumgole; and the City of London R. C. Struthers, T. H. Smallman, F. J. Murphy and Mayor S. Stevely. This institution was generally re-organized during the year.

The Provincial Elections—Government Policy and Record

As the time approached for a possible though not yet necessary Election the political discussions in Ontario began to grow warmer although the Legislative debates of 1908 did not shew a very heated atmosphere. The Whitney Government was, in fact, too certain of its position, too assured of its success, too flushed with the consciousness of a good record in legislation and work during the previous three years, to allow of a prospective contest being exciting. At the same time the Province had boasted a Liberal Government in power and office from 1872 to 1905 and, though the landslide in the latter year had returned the Conservatives with a majority of 40 in a total of 98 members it was hard to say whether the alignment of forces would still remain the same. The party system naturally creates suspicion of Governments, the better the power of patronage is administered the more enemies there will be, a total lack of experience in government had been a fact amongst the members of the new Ministry, a large majority often breeds over-confidence and results in a distinct lessening of votes when the time for re-election comes. With every confidence in their record and policy and return to power the Whitney Government, or at any rate its friends, felt that some diminution of its immense majority might be expected.

As a matter of record it had much to offer the electors. Inexperienced men had proven good administrators and the Prime Minister had become a tower of strength to his party as the people came to more and more fully understand his outspoken honesty of word and action; in matters of patronage the temptation to reprisals had been resisted, comparatively few Liberal employees had been dismissed, and little real cause given for the charge of establishing a "spoils system"; no whisper of electoral or Departmental scandal had been heard; the Government had been vigilant in guarding against Federal aggression, or alleged aggression, upon Provincial rights and powers; public expenditures had been large without apparently being extravagant or unwise; public revenues were redundant and financial arrangements easy and reasonably satisfactory; Provincial institutions had been well managed, abuses corrected, revenues increased, and improvements in management effected; the Niagara Power policy, though the subject of much criticism, had been admittedly and inherently popular; the development of the Northern regions and their administration, though also not without critics, had been upon the whole satisfac-

tory and progressive; of License law amendments and enforcement much the same might be said.

In a constructive sense the Railway and Municipal Board had been created and the only criticism offered was in regard to an alleged slowness of action; generous provision in many directions and varied forms had been made for the Provincial University; the whole Public School system of Ontario had been revolutionized in methods and management, in Text-books and Government grants, in teachers' salaries and the treatment of rural schools; Mining regulations had been greatly changed and a strong effort at permanence of titles and aid to the prospector had been made; the outlines of a Forestry policy were settled and becoming visible; the Province was sharing by ownership or reasonable taxation in the wealth of the Northern mines; transportation had been given those regions by a vigorous extension of the Provincial Railway and help to the Canadian Northern; the numbered ballot had been abolished and new laws imposed against electoral abuses. The Government had made mistakes, of course, but it was honest and progressive, with views clearly expressed and popularly understood, without "machine" affiliations or efforts, and with a minimum of party evils in its train. Under such conditions it had no real reason to fear the result of the Elections and it certainly did not do so.

Mr. Whitney's speech at the Borden Club banquet on Mch. 2nd was considered a preliminary to the coming campaign. In it his reference to Education and the License policy was specially important. As to the former the Ross Government was described as laying stress upon the Public School as a stepping-stone to the High School, the latter to the College and thence to the University; the Conservative policy was depicted as follows: "The Public School should be a substantial self-centred institution, within whose borders the children of the farmer, the artisan, the labourer, should be enabled to find opportunity for the greatest possible amount of education, having regard to their future and probable lot in life. As we believed, and as we all now know, 96 per cent. of the pupils of the Public Schools never had an opportunity to go to High Schools under the old system." As to the License Act Mr. Whitney described what had been done: "In the change we have made we have prevented the issue of a liquor license to a wife, son or daughter of a member of a municipal council, and we have provided that any person in charge of a boat or a vessel shall be responsible for the sale of liquor therein. We have repealed the law with reference to special census, we have made it compulsory upon our municipal councils to submit Local Option by-laws on petitions of 25 per cent. of the ratepayers, and we have prohibited canvassing for the sale of liquor in Local Option districts. We have provided against fraud in the quality of hotels and against tied-houses, that technicalities shall not prevail against

convictions made on merits, and that minors shall not be permitted to act as bar-tenders."

Speaking in the Legislature on Mch. 19th the Hon. A. J. Matheson had provided an excellent summary of accomplishments for the coming Elections: "We claim that we have fulfilled every pledge given while we were in Opposition as to what the action of this Government would be if returned to power. We have kept the expenditure within our receipts, so that in the three years we have been in office there was a surplus of $1,600,000. The Government has devoted all its best attention and energy to improving the school system. We have reduced the prices of school-books in many cases by 50 per cent. We propose to improve the quality of those books and to give as satisfactory and as useful a set of school-books at prices from one-half to one-third of what they cost under the old Government. We have distributed among the people of this Province and to the relief of taxation, not only large grants for school purposes but also large appropriations of the railway taxes collected and a larger appropriation, than before, of the money collected from the hotel-men. We have turned our attention to the farmers and tried our best to improve their conditions; to improve the opportunities for them to obtain agricultural education and to bring home to them the value of improved stock. Our grants to hospitals and charities have been increased. Public works have been built all over the Province, colonization roads have been constructed, the minerals have been developed, and the mining population of this country is well satisfied that justice is being done to them. We have looked after the resources of this Province, seeing that there shall be no grafters, seeing that the dues to the Crown and people of this Province shall be paid to them." On May 2nd the dissolution of the Legislature took place, with nominations fixed for June 1st and elections for June 8th. The campaign for the Government was opened by the Premier and Hon. W. J. Hanna at Hamilton on May 5th. It was a great political meeting and an enthusiastic reception was given the party leaders. Mr. Whitney commenced by enumerating the Conservative promises prior to the 1905 elections:

> We promised to stop the sale of pulp-wood and timber in private by the Minister of Crown Lands, and to have that sale always in competition by public auction. We promised to create new agricultural schools. We promised to reconstruct the financial resources of the University of Toronto—that great institution maintained by the people of Ontario. We promised new mining laws. We promised to bring a Cabinet Minister from New Ontario who would, from the nature of his experience there, be the best qualified of any man in the country to deal with the immense interests and resources of the Province in that direction. We promised to change the County Councils Act and bring it back to the same position in which it used to be. We promised to do away with the grants to railways. We promised to cheapen school books and to break up the school-book ring. We promised honest enforcement of the License law. We promised to put the Provincial finances on a sound footing. We promised Law reform. And it is with pride and satisfaction that I am here to-night to tell

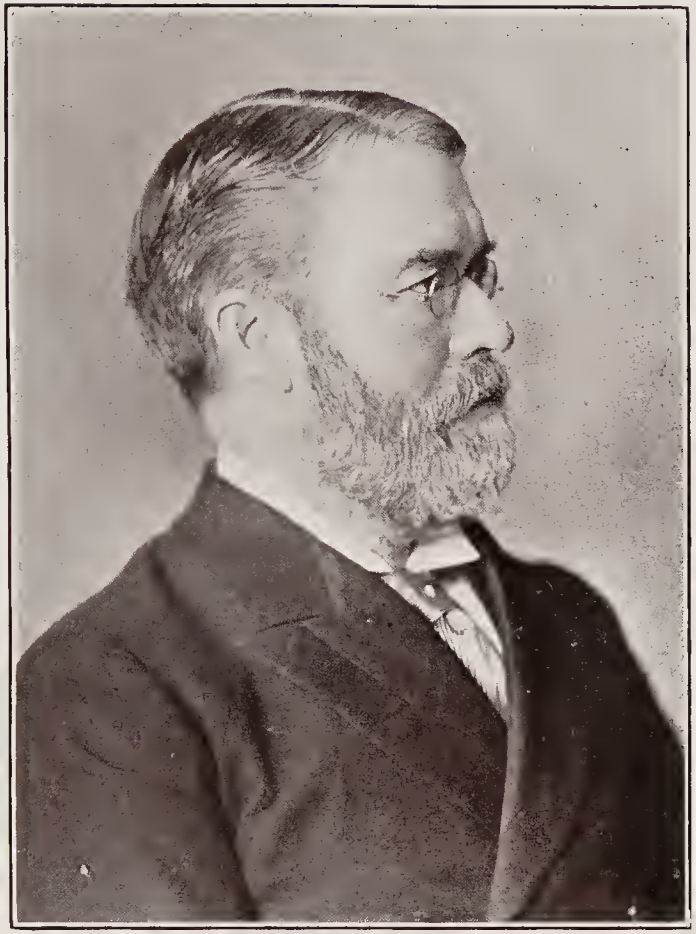
you that we have done every one of these things that we promised, except to deal with the question of Law reform; but we have laid a foundation for that reform and it will be carried out in the next Session of the Legislature.

The Premier then dealt with the large increase in revenue from $6,500,000 in 1904 to over $8,000,000 in 1907—including an advance of $395,000 in Dominion subsidies, $287,000 in Crown Land receipts, $219,000 from Licenses, $156,000 from Public institutions, $252,000 from taxes on railways and corporations, $362,000 from Succession duties. These increases had been expended upon hospitals and charities ($12,000), in the return of railway taxes to municipalities, in additional grants to agriculture and colonization roads of $400,000, and in an increased expenditure of $650,000 upon Education. "In 1905 the surplus was $620,000; in 1906 the surplus was $429,000; in 1907 it was $606,000. In three years the surplus aggregated $1,655,000." Upon the Niagara Power question Mr. Whitney spoke as follows: "In our dealings with this Power question we did all that was possible to give the Electrical Development Co., which was a Canadian Company, a chance to proceed with its work. Over and over again, after we had received rebuff after rebuff, we turned back to this Canadian Company, and did what we could to get it a share of this business. We do not deserve any credit for this. But when the tender of the Ontario Power Co. was for $10.40 in Toronto and $10 per horse-power at Niagara Falls and the tender of the Canadian Company was for $12, we had no right to do anything but take the lowest tender. Then what did we do? In order to befriend this Canadian Company we succeeded in inducing the Ontario Power Co. to consent that all the territory in Ontario east of the line, drawn from somewhere near Toronto to Collingwood, should be at the disposal of the Electrical Development Co., and they declined that. Then we told them we had done all that we could do and we would stand by our guns and carry out our contract with the Ontario Power Co., and we are going to do so."

A lengthy reference was made to the Government's Mining policy and the withdrawal of the Gillies Limit from public use; the exploration and exploitation of 100 square miles of mineral lands for the benefit of the Province. The guarantee of the Canadian Northern Ontario bonds was explained and defended. "We have," declared the Premier, "been opposed as a party and during the past eight years to any further grants to railways, or bonuses to railways, or land grants, especially in Old Ontario, and we are opposed to them still. But there are always exceptions to a rule." He explained the conditions under which it had been found that this Railway, for which the Ross Government had given bond guarantees of $5,400,000 was incomplete and without terminals and with no Government security but a partial mortgage on a

property which in its present state was of little value. It had been decided to provide a further guarantee not exceeding $2,500,000 in order to complete and extend the project and leave the Government in possession of mortgages which would be realizable and valuable should occasion ever arise to use them. "It was not a grant or guarantee for a speculative enterprise. It was simply a business transaction between two parties who came together in a business way. We found that the credit of the road without these additions would be practically valueless, and the steps we have taken have been for the purpose of rehabilitating and making certain the financial position." The Premier concluded his speech with a characteristic appeal to the Hamilton electors as to the election of Hon. J. S. Hendrie in the West and Mr. J. J. Scott, K.C., in the East. "Now I know what has been said here, and I know what will be said in regard to the prospect of Hamilton getting a Technical institution from the Government. I am not here to promise anything to the City of Hamilton. Whatever will be said of me after I leave office, it will not be said that I stood up and did not disdain to bribe a constituency. I, and the Government of which I am the leader, may lose votes by it, but I will stand fast to it nevertheless—this Government will do what is right and fair by the City of Hamilton and it will do it no matter whom you elect." The Hon. J. J. Foy also spoke briefly while Hon. Mr. Hanna addressed an overflow meeting at considerable length.

Other meetings were addressed by the Premier. He was at Simcoe on May 12; at Norwood on the 15th, at Lindsay on the 26th and at Aylmer on the 29th; at Winchester on June 1st where he stated that he had twice declined a Portfolio in the Ross Government while Hon. J. J. Foy had refused more than one high Judicial office; at London on June 3rd; at Erin, in East Wellington, on the 4th; at Toronto on the 5th. At this latter meeting Mr. P. W. Ellis acted as Chairman and described the Niagara Power question as "the new N. P. which was going to build up Ontario's industries"; Mr. W. K. McNaught described the Premier as having "ushered in the period of the square deal in politics"; Hon. George E. Foster said that the true spirit of public life had been revived in Ontario and that when a public man makes a statement he should mean it as Mr. Whitney always did; Hon. J. J. Foy, Hon. R. A. Pyne, W. D. McPherson, K.C., A. C. Macdonell, K.C., and John Shaw also spoke. The Premier, in his speech, described the attitude of *The Globe* in the campaign as having been "unmannerly and underhand"; declared that the Opposition Leader and papers were injuring the Provincial University by their criticisms and pointed out that the institution was now controlled by a non-partisan Board of Governors of whom Mr. J. A. Macdonald, Editor of *The Globe,* was one; stated that the foundations had been laid for six new Agricultural Schools in the Province while next year there would be more; claimed that in one pulp-wood deal under the Ross Government a



Lieut.-Colonel the Hon. John Morison Gibson, K.C.

Appointed Lieutenant-Governor of Ontario, 1908.

Mr. Alexander Grant MacKay, M.A., K.C., M.L.A.

Leader of the Liberal Opposition in Ontario.

combination of political lawyers had acquired a certain timber limit for nothing which the present Government, on reversal of the grant, had sold for $300,000; described the three-fifths clause in the Local Option law as experimental and declared that "every reasonable step or action for minimizing the terrible drink evil" would be taken by the Government.

One of the minor issues of the campaign was the payment by the Government of $130,000 to the La Rose Mining Company. It was the termination of a prolonged dispute commencing in the early days of Cobalt when a group of men headed by M. J. O'Brien, one of the Commissioners of the T. & N. O. Railway, had located claims totalling about 271 acres for which they received patents in the latter days of the Ross Administration. There had been protests against this grant on the ground of no discovery of minerals having been made at the time, although it afterwards turned out a valuable property. The prospectors who were most active in these protests transferred their claims to the La Rose Mining Company which decided to test them in Court and for this purpose asked the Provincial Attorney-General for a fiat. This the Government decided to refuse and announced the intention of themselves prosecuting the inquiry to a legal conclusion. The decision soon brought about an agreement between the parties concerned, the Government withdrew its suit, accepted an undertaking from the O'Brien interests to pay a 25 per cent. royalty and out of the proceeds of this royalty—then amounting to $240,000—gave the La Rose people $130,000 in full compensation of their claims and expenditures.

Cheap electric power from Niagara Falls was one of the chief factors in the contest. The Toronto *Telegram* and *The World* were insistent in regarding it as the one great issue; but as the other side only opposed details and criticized delay it was rather difficult to make it so. Putting the question, however, as one of confidence in the Government's purposes and policy along this line it was certainly an important element. Unstinted eulogy was given Mr. Adam Beck in the Conservative press for his labours in this connection and renewed confidence in him and his work was demanded from the electorate. In reply to various minor criticisms by the Opposition speakers the Toronto *News,* of May 26, reviewed certain Government expenditures as follows: "Under the present Administration the Provincial revenues grew from $6,128,000 in 1904 to $8,320,000 in 1907, or 26 per cent.; the expenditure on North country roads has grown from $175,620 to $351,000 in 1907, or 100 per cent., and this year the sum set aside for this purpose is $488,000 besides $180,000 for bridges; in 1904 the North country schools received $47,912 and last year they got $85,000; in 1904 the Ross Government devoted $462,902 to agriculture, and this year the grant is $778,390—an increase of 41 per cent.; the grant to rural schools is $381,843 this year as com-

pared with $123,033 three years ago or an increase of no less than 200 per cent." A good deal was made of Mr. A. G. MacKay, the Opposition Leader, having been a member of the Ross Government in its dying days and the public was asked over and over again if it wished to return to the alleged scandalous conditions of that unhappy period.

On May 28 the Hon. S. H. Blake, K.C.—a Liberal in Federal politics, in tradition, in sentiment and earlier environment—addressed an open letter to the Premier. Like all Mr. Blake's utterances it was pungent and vigorous and, so far as the Government's policy was concerned, very sympathetic. He started with a clear-cut statement: "I believe you have been honest in your dealings in the high office that has been committed to your trust. I am unable to see any act for which you or your Government is responsible that has been devised or carried out from any sinister or improper motive. It has been essentially a clean Government. It has been, also, progressive and on the right lines." He expressed pleasure that the Law reform proposals were to be held over for further and still more careful consideration and approved of the degree of permanence to Temperance conditions given by the three-fifths clause in the Local Option law. He dealt with the financial side of the Power question—the opposition of men whose personal interests were severely affected by the Government policy—in extreme terms: "I do not think it would be too strong language to say that you have been unfairly and wickedly pursued by a band of men whose one object was to compel you to abandon what was in the interests of the Province in order to fill their pockets. A band of men induced a newspaper to make daily attacks upon you in order to endeavour to force you to be false to the Province in order to enrich themselves."

The result of carrying out the proposals of these financial interests would, he thought, have been disastrous. It would have "(1) occasioned an enormous outlay of capital, amounting probably to twenty millions of dollars; (2) given you electric power beyond the needs of the Province and compelled you to seek to peddle the balance in the United States; (3) compelled you to re-arrange the works at the Falls at a large expenditure; (4) to re-build the Transmission lines to answer the demands not merely of Toronto, but of other portions of the Province; (5) to build an electric railway along the Transmission line to repay the outlay on the land you would have been forced to acquire; (6) to manage the whole of this varied concern with its many ramifications and complications, which would soon be called, by those now insisting that you should have pursued this course, as the great Whitney power folly." Mr. Blake expressed pleasure that the Government in regard to pulp-wood limits, mining and other claims "were able to wrest back for the benefit of the Province a portion of its estate which had been diverted to the workers of iniquity who had sought to rob the Province." He commented upon the fact that neither

Mr. MacKay nor his supporters had opposed at the time the Government's settlement of the Canadian Northern situation or its action in the La Rose-O'Brien mining complication. He proclaimed the Opposition an "inefficient band of infants" and concluded by anticipating an overwhelming majority for the Government.

Provincial Elections—Opposition Record and Policy

An Opposition which is only about half the Government majority in numbers, which has had three leaders in as many years, and which has not yet lived down an unpopular record in the latter part of its period in power, has no easy task in a general election. Mr. A. G. MacKay, M.A., K.C., a member of the Legislature since 1902, a member of the Ross Government for a couple of months, Leader of the Opposition since Mr. Graham's retirement in September, 1907, had a genial personality, an excellent faculty of speech, and undoubted ability; but he was hampered by the conditions surrounding a young and untried leader and the inevitable exaggeration of any faults he might happen to possess—to say nothing of having to avoid the immediate political past and to build up a new and constructive policy for the future.

During the early part of the year Mr. MacKay spoke occasionally and during the elections almost continuously. He had been at Weston on Feb. 24 where he described the Conservative financial policy as "plucking the fruit from the orchard which they had tried to prevent the Liberals from planting" at Chatham, on Mch. 28th, where he declared that under old-time Conservative policy the money received from selling mines or public lands should go into capital account and not revenue; at Norwich, on Apl. 20, where he denounced Mr. Donald Sutherland, the sitting member, for being out of the House when the Canadian Northern Ontario Railway measure passed—although there had been no division and no vote against it—and condemned the "iniquitous spoils system of the Government"; at Kingsville, on Apl. 23, where he denounced the alleged policy of the Government in fixing teachers' salaries as not based on merit or efficiency but on the assessment of school sections; at Thessalon, on Apl. 29, and Cobalt on the 30th. In this last-mentioned speech he laid stress upon the Cobalt Lake sale and claimed that it was the duty of the Judges to settle the matter and not for the Government to do so. "It will be a sorry day for Ontario when the Province is willing to take the risk of selling its honour for a million dollars!" A mining tax, he said, should not be imposed until there was some net revenue from the mines.

Mr. MacKay's platform was pretty well defined in the Legislature on Feb. 25; it was further amplified in his "sermonettes" in *The Globe* during the campaign. As to the rest the organ of Liberalism just mentioned gave the party key-note in the contest on Apl. 18 when it described the Government as "judged and

doomed" and as having taken three years to arrive at a point which it took their predecessors 30 years to reach. Sir Oliver Mowat had set the pace so clearly that it was at first thought no one could really ignore it. "Mr. Whitney's earlier attitude seemed to confirm that view, but at the first real test he has woefully paltered and surrendered. An increase of per capita expenditures in three years equal to the increase of the thirty-two years preceding is a startling result of Mr. Whitney's brief tenure of office. That alone justifies the people of the Province of Ontario in thinking that the traditions of the past have been thrown to the winds. Ontario, which never went hat in hand on the money markets of the world, is there every year now. These facts challenge attention. Still more do the incidents which characterized the last hours of the Session. It will not do to say that when Mr. Whitney railroaded the Canadian Northern guarantee of $2,500,000 and the payment to the proprietors of the La Rose mine of $130,000 through the Legislature, he was merely following in the footsteps of his predecessors. In the first place, he may be defied to shew in the whole history of administration in this Province anything that faintly, or at all, resembles this extraordinary payment of $130,000 of the moneys of the Province to private individuals."

This was the first line of attack and as the campaign proceeded there was added criticism of the three-fifths Local Option clause and the announcement of the Liberal intention to repeal it; denunciation of the Redistribution measure of the past Session as an unfair and vicious gerrymander; charges of political administration of the License law through the dismissal of Liberal partisans and their replacement by Conservative partisans; the claim that the admitted Government surpluses were now made up of revenue from Mines and Succession duties—both items of past Liberal policy; the reiteration of the claim that the passage of the Redistribution measure, the La Rose and Canadian Northern legislation, at the end of the late Session made up "that last awful week" in which the Government was supposed to have betrayed its principles and its followers. *The Globe*, on May 6, eulogized Mr. Whitney's University policy and declared that if he had maintained that high purpose in other respects he would not be where it claimed he was now. "The descent to the spoils system would not have been made; the electric power campaign would not have broken down into uncertainty, if not defeat; the North country would not be honeycombed with distrust and the suspicion of dishonesty and graft; the gerrymander of Liberal constituencies would not have disgraced his record: and the dangerously compromising alliance with Mackenzie and Mann would never have given ground for rumours of a corrupt campaign fund."

During the campaign Mr. MacKay spoke at a great many centres in the Province. He was at Powassan and Burk's Falls in the Parry Sound District on May 2nd and completed his tour of Northern Ontario with the statement that now he had gone

over the ground it appeared to him to be "wrong to charge a man for a license to search for minerals when, if the search were successful, the whole Province would benefit." At Woodstock on May 6, and on other occasions, he contradicted the Premier's statement that the original Canadian Northern Ontario mortgage had not covered the terminals and claimed that the mortgage had been properly drawn. He condemned the La Rose grant which was described as a usurpation of the functions of the Courts and stated that when in office he had simply concurred in a Report submitted in this matter by the Deputy Ministers of Mines and Lands and Dr. Kennedy. At Owen Sound, on May 7th, he defended his view as to publicity being given and full responsibility accepted for the Provincial University finances. As to Local Option he said: "Trust the people of the municipalities. Don't load the dice. Trust the majority of the people all along the line." He was at Shallow Lake in the evening; at Stouffville on the 11th; at Lindsay on May 12, where he promised to repeal the three-fifths clause if returned to power; at Norwood on the 13th; at Ottawa on the 14th where he was supported by Hon. Mr. Lemieux and a number of Liberal members of Parliament. Here he dealt with what was termed "the un-British way in which the Government had, by special Act of the Legislature, deprived the Florence Mining Company of any rights which they might have had in the Courts, thereby over-riding every principle of fair play and discouraging the investment of foreign capital in New Ontario."

Mr. MacKay was at Eganville on May 15th and at Arnprior in the evening; at Alexandria on the 16th when he declared "the recent reduction in the price of school-books to be due to the Canada Publishing Company selling off old stock at a low price because of the coming authorization of new text-books"; at Guelph on the 20th and Harriston on the 21st where, as in some other places, he claimed that there should have been more restrictive automobile legislation. He was at Hamilton on the 26th and dealt at length with Labour questions, advocated a Department of Labour and Colonization, and denounced the Government's prison labour policy; at Aylmer on the 28th, where he said that in Educational matters they did not want more subjects in the schools but more thorough and accurate teaching of an elementary kind; at Owen Sound, again, on June 2nd where he urged his old-time constituents to stand by him; at Brantford on the 3rd where he declared that one reason for the Ontario Power Company's influence and Mr. S. H. Blake's support of the Government, was Mr. Blake's being solicitor for the Company and stated that the reason he had not himself voted in the House against the Canadian Northern Ontario guarantee was that he had accepted the Premier's allegation of a mistake having been made in the original mortgage as to the terminals.

He was at Shallow Lake in his own constituency, on June 5th, and very fully defended himself against certain charges as to a local

dredging plant and contract. To this vigorous personal campaign and, practically, the Opposition Leader had no lieutenants, *The Globe* paid tribute on May 28th: "When dissolution came Mr. MacKay addressed himself in an admirable spirit to the task of fighting at least one more good fight for reform. It may be freely admitted that it was no child's play. The party had not recovered from the severe reverses of January, 1905. There was apathy in some places and discouragement in others. But the Leader was young and hopeful, and cheerful and energetic, and wherever he went the clouds were dispersed, and when we say that he has been everywhere—counselling, energizing, electrifying—it means that everywhere a new spirit has come into the party ranks."

Meanwhile, this paper had been publishing daily upon its front page, a series of 18 letters signed by the Opposition Leader and dealing with the issues of the contest in what the Editor called "political sermonettes." The first of these appeals, or explanations, or attacks, appeared on May 18; the last on June 6th. In the letters of May 28th and 29th he dealt at length with the Power question and described the Government, under the Statutes of 1906 and 1907, as an agent of the municipalities acting through the Hydro-Electric Power Commission; criticized it for not submitting estimates to the electors when the original By-laws were put before the ratepayers; denounced the Premier's refusal to discuss the question of acquiring the Electric Development Company's plant as suggested by Major St. Aubyn and claimed that the offer should have been received, formulated, and submitted to the City of Toronto, thus giving that municipality an opportunity to act for itself in the matter; protested vigorously against any part of the Province having to pay for providing cheap power for any except its own municipalities. As to Education he opposed the immediate abolition of Model Schools, except in Northern Ontario, as likely to cause a dearth of teachers; criticized the regulations regarding examinations as placing physics, algebra, etc., above reading, writing, and arithmetic. I say that the boy who is trained to read intelligently and intelligibly, to write legibly, to figure accurately and rapidly, with a fair knowledge of English and a business training, provided that he thoroughly masters all work that he undertakes, will go out into the world more sure-footed, and will make a stronger man mentally and morally, than the boy who has received a slipshod training in the elementary work with a subsequent veneer of physics, geometry, algebra, and Latin."

Provincial Elections—Incidents and Results of the Campaign

Such were the general issues of the campaign; the incidents of interest or importance were many. Of the candidates on either side a good many had been nominated before the announcement of dissolution—by Apl. 2nd there were over 30 Conservatives in the field and a similar number of Liberals. The class of men nominated was exceptionally good in both parties;

the contest was upon the whole devoid of personalities; there were no charges of corruption or "machine work," or manipulation of constituencies. The retirement from public life of Mr. T. H. Preston, Brantford, was regretted by others than his Liberal friends but W. S. Brewster, K.C., the Conservative candidate who was ultimately elected, was a worthy successor. In East York J. W. Curry, K.C., of Toronto put up a vigorous and hopeful Liberal fight but his opponent, a popular farmer, was in the end re-elected. Mr. J. J. Scott, K.C., was the Conservative candidate in East Hamilton but despite the running of the party tide and the general trend of city opinion, he did not succeed in defeating Allan Studholme, the Liberal-Labour candidate. In Temiskaming Mr. R. T. Shillington, the Conservative candidate, issued an Address to the electors in which he advocated an advanced policy including the establishment of branches of trunk roads in the District; aid for drainage schemes; abolition of the inspection of mining claims; more moderate fares on the Government Railway; exemption of farm improvements from taxation; reduction of prospectors' fees; application of the revenue from the sale of townsites to the improvement of the town itself. He was eventually elected by a large majority.

Mr. A. E. Fripp, K.C., the Conservative candidate in West Ottawa, who was expected to defeat the late Liberal member, made a good impression from the first. The inevitable religious issue in so mixed a constituency evoked from him an interesting statement on June 1st: "When Mr. Gratton took action to prevent the Christian Brothers teaching in the Ottawa Separate Schools the Government took up the case and at its own expense carried it to the Privy Council in England. When it was there decided that the Christian Brothers had to be qualified, the Government gave them two years in which to comply with the requirements and started a bi-lingual training school in Ottawa so that they could qualify. Another similar school was started in Plantagenet." In West Toronto J. B. Hay (Liberal) made "abolish the bar" his battle-cry just as public ownership of public utilities was the specialty of A. W. Wright, the independent Conservative candidate in the West and of G. E. Gibbard (Liberal) in the South. There were four Labour candidates in Toronto—J. H. Kennedy, W. J. Hevey, J. Gardner, and J. W. Bruce, but they only obtained a few votes. The most interesting contest in Toronto, from a personal standpoint, was that in the North riding where the Rev. D. C. Hossack—a clever politician and forceful speaker; once a barrister, then a Presbyterian Minister, afterwards a lawyer again; an earnest supporter of Mr. Whitney and a figure in the Elections of 1905 but now an opponent and critic of the Government—was opposing Mr. John Shaw, ex-Mayor and old-time Conservative. Mr. Hossack resigned from the charge of his church in a letter stating that it was done in order "to deal in a public

and practical way with a great moral question which has been discussed academically, but without that result which has been desired. I refer to the abolition of the bar. The academic question of personal liberty is not involved, as I am not referring to prohibition. The bar as an institution of our Province, in the opinion of very many, is a social blight, a menace to morality and an economic burden. It justifies its own banishment."

This Temperance issue, and abrogation of the three-fifths Local Option clause, were the chief planks upon which he ran as an "Independent Liberal of the Oliver Mowat school." With them he supported the principle of fewer law appeals, a stronger Opposition, and a moderate degree of public ownership. Introductory to this candidature he had done some public letter-writing as in the 1905 campaign. This time, however, it was directed against the Whitney Government and was given a conspicuous place in *The Globe* of Apl. 28 as the letters of a previous period had been in the Conservative press. He now claimed that Mr. Whitney had not kept his alleged pre-election pledges of independence and a non-partisan Administration; that the Government had really obtained office under false pretences and become an ordinary Government of party prejudice; that in the Redistribution of seats it had been unfair and had "hived" the Liberals in several ridings; that there had been a conspicuous failure in the matter of Law reform; that the Government in its three-fifths clause policy had tampered with public rights and proved anti-democratic, unfair in effect, illogical in argument; that in the La Rose Mining case $130,000 was given to a concern with which a brother-in-law of one of the Ministers was associated—a pronounced Liberal by the way. As to the rest he took the Liberal party attitude and condemned the increased expenditures, the C.N.O. guarantees, the Niagara Power policy in certain details, the centralization visible in University management, the growing evils of the lobbying system. As a candidate in Conservative Toronto a month later these criticisms were not unduly pressed; independence, temperance, and reform, were the battle-cries.

The issue in Mr. W. D. McPherson's election for West Toronto was mainly a personal one. His opponent had always been a Conservative, a Labour leader in recent years, and an enthusiastic advocate of Public Ownership. But he did not receive the regular nomination of his party and took his chances in an independent candidacy. Mr. McPherson was one of the best-known of the younger lawyers in the city and had been a fighting Conservative for a number of years, a one-time Chairman of the Public School Board, and a County Master in the Orange Order. The issue was made to turn upon his relationship to R. R. Gamey during the investigations of the Royal Commission—in which famous case he had been a junior Counsel. Mr. Wright's charges were rather vague and vehement but the point seemed to be that when Mr.

Gamey left, at a certain critical stage, for Buffalo and was supposed by all concerned to have disappeared Mr. McPherson really knew of his whereabouts. This, it was declared, constituted treason to both client and party. Mr. Gamey in this connection intimated, on May 29th, that it was through some mistake that Mr. Blake, the senior Counsel, had not been advised upon this point; Mr. McPherson expressed himself as willing to produce the documents in the case with Mr. Gamey's consent; without his client's permission he could not, he claimed, do more than deny the statement that he had in any way deceived the other Counsel or the Commission. There the matter really rested except for the vindication afforded Mr. McPherson in a triumphant election by a large majority. In matters of general policy Mr. McPherson and his running-mate, Hon. Thomas Crawford, were advertised as faithful supporters of (1) the Beck power policy, (2) of the public ownership of public utilities, (3) of advanced Temperance legislation, (4) of municipal rights against corporation invasion, (5) of Equal rights for all, (6) of the conservation of the natural resources of the Province, (7) of advanced legislation on all questions relating to wage-earners, (8) of Law reform and protection of the rights of the people.

Apart from the two Leaders there were very few speeches in this campaign which could be termed important. Speaking at Newmarket, on May 2nd, the Hon. A. J. Matheson explained the C.N.O. guarantee and answered certain charges. "The guarantee would not have been given had not the Ross Government pledged the credit of the Province." The Act of 1904 authorized the old Government to guarantee the Canadian Northern Ontario bonds for the Sudbury line to the extent of $20,000 a mile. "The security," said the Provincial Treasurer, "was to be a mortgage on the line with its stations. Mr. Ross, however, signed an agreement with the Railway Company in 1904, and at the same time a plan was fyled with the Public Works Department, which shewed nothing but the Railway line and the stations on the route. Some of the newspapers have been talking as if the Whitney Government had caused the trouble in framing the mortgage of 1906, but that mortgage was exactly in accordance with the agreement signed by Mr. Ross. The plan, as fyled, shewed no terminals at Toronto, no yards or shops." The building of the Canadian Pacific line had, the speaker contended, taken a lot of the traffic that it was expected would pass over the C.N.O.'s Toronto-Sudbury route and, consequently, the security held by the Province under the old mortgage had decreased in value. It was necessary that they should be fully secured and for that reason the new guarantee had been given in return for which the Province received a mortgage covering "the main line, branches, terminals, and other assets." Speaking at Copper Cliff, on June 3rd, Mr. Cochrane, Minister of Mines, explained the La Rose affair and stated that

the final and criticized arrangement, under which the La Rose people received $30,000 cash, and 40 per cent. of the Government's share of Mining royalties from the O'Brien interests until the total reached $100,000, went through the House as a Bill in the regular way without being opposed by the present Opposition Leader. At Ingersoll, on June 4th, Hon. W. J. Hanna made a notable speech in which he referred at length to the three-fifths clause:

'The law must be enforced, licensees must keep hotel,' were Mr. Whitney's words to me when I took charge of the License Department. I set to work to study the Local Option situation and found it had been for 28 years upon the statutes, and was a somewhat vexed question. Its principle seemed sound and yet the records shewed that in only eleven or twelve cases had it survived the first opportunity to repeal it. In most cases it had been passed only to be repealed. I then set myself to study conditions elsewhere. I found that in the British House of Commons, that mother of Parliaments, a 60, 65 and 75 per cent. rule had been adopted in their effective bills by leaders of Temperance. In Nova Scotia, where the shoe is on the other foot, and the Local Option is for license, I found the required percentage was 66 2-3 in Halifax, and 75 in all other municipalities. In Alberta and Saskatchewan 60 per cent. was required to enact and repeal, and the same percentage obtained in the Colonies of Australia. This is what I found. Take a municipality in which, say, six licenses were cut off on a majority vote. The licensees' first law was self-preservation. So they set out to discredit Local Option to the extent of their ability, with the result that in many cases, at the end of three years, it was repealed. But Local Option had not failed everywhere, make no mistake about that. My solution was to put more force behind it and less opposition to confront it, so that licensees would realize on its passing that they must find occupation elsewhere or convert their premises to other uses.

Upon this much-discussed matter the position of Prohibitionists, through their organ *The Pioneer,* was one of strong criticism of the Government; and all friends of the cause were urged to vote against candidates who would not support abolition of the bar-room and repeal of this special clause—to put Temperance principles before party prejudices. Mr. John Dryden, late Minister of Agriculture, spoke once or twice in the contest; Mr. R. R. Gamey made a few speeches on the other side. Something was made by the Conservatives of the statement in Parliament, at Ottawa, that certain dredging contracts given Mr. A. G. MacKay and his associates at Owen Sound had, in a short time, realized $350,000 from three dredges. Some Conservative papers also asked for the names of those who contributed to the Opposition fund out of which the Leader's salary was paid. Only a little help in the way of speaking came to the Liberal leader from the Dominion House. Mr. Graham, Minister of Railways, spoke at Brockville, Mr. Aylesworth, Minister of Justice was for a time in North York, Mr. Paterson, Minister of Customs, campaigned in the Brants. Mr. J. A. Macdonald of *The Globe* spoke at Midland, Brantford and other points.

On nomination day it was announced that six Conservatives had been elected by acclamation—W. J. Paul in Addington, Hon. A. J. Matheson in South Lanark, J. H. Carnegie in East Victoria, J. J. Preston in East Durham, A. A. Mahaffy in Muskoka, Alex. Ferguson in South Simcoe. As the day of election approached the Liberals expressed confidence in bettering themselves, seemed sure of winning six out of the eleven Northern Ontario ridings and hoped to carry North Toronto. Conservative organizers were said to be figuring upon a majority of 48. On June 8th it was found that Ontario Liberalism had really encountered a political Waterloo and that 86 Conservatives, 19 Liberals, and 1 Labour member had been elected. It was the greatest sweep in the history of the Province and away beyond what the most sanguine Conservative had expected. All the new ridings elected Government supporters—4 in New Ontario and 4 in Toronto. South Brant elected W. S. Brewster, K.C., in place of a Liberal; Kingston W. F. Nickle, K.C., a clever young politician and rising lawyer of that City; West Kent replaced a Liberal by G. W. Sulman, Mayor of Chatham, and West Ottawa did the same with A. E. Fripp, K.C.; in Sault Ste. Marie the late member, C. N. Smith, was defeated by a Conservative lawyer; West Wellington was a Liberal gain with James McEwing, a well-known advocate of American reciprocity and farmers' special interests as the victor; Monck, the old-time constituency of Mr. Richard Harcourt, returned a Conservative; Mr. E. J. B. Pense, a popular leader and the financial critic on the Liberal side of the House, went down before Mr. Nickle in Kingston; Hon. Nelson Monteith, the only Minister who did not have a large majority, was defeated in South Perth; J. A. Auld, C. R. Atkinson, G. S. May, L. J. Labrosse, R. A. Thompson, were other Liberal members of the late Legislature who met defeat; Mr. Duncan C. Ross, a son of the late Premier, won the re-organized seat of North Middlesex. The following were the members elected:

Constituency.	Name.	Politics.	Maj.
Addington	W. J. Paul	Cons.	Acc.
Algoma	W. R. Smyth	"	767
Brant N.	John H. Fisher	"	317
Brant S.	W. S. Brewster, K.C.	"	199
Brockville	A. E. Donovan	"	511
Bruce C.	Hugh Clark	"	356
Bruce N.	C. M. Bowman	Lib.	337
Bruce S.	R. E. Truax	"	96
Carleton	R. H. McElroy	Cons.	531
Dufferin	C. R. McKeown	"	42
Dundas	Hon. Sir J. P. Whitney	"	914
Durham E.	J. J. Preston	"	Acc.
Durham W.	J. H. Devitt	"	64
Elgin E.	C. A. Brower	"	497
Elgin W.	F. G. Macdiarmid	"	609
Essex N.	Hon. Dr. J. O. Reaume	"	1,280
Essex S.	Dr. C. N. Anderson	"	78
Fort William	Dr. T. S. T. Smellie	"	477

Constituency.	Name.	Politics.	Maj.
Frontenac	J. S. Gallagher	Cons.	181
Glengarry	D. R. McDonald	"	251
Grenville	G. Howard Ferguson	"	23
Grey C.	I. B. Lucas	"	1,015
Grey N.	Hon. A. G. MacKay	Lib.	71
Grey S.	Dr. David Jamieson	Cons.	251
Haldimand	Jacob Kohler	Lib.	347
Halton	A. W. Nixon	Cons.	351
Hamilton E.	A. Studholme	Lab.	75
Hamilton W.	Hon. J. S. Hendrie	Cons.	1,558
Hastings E.	A. A. Richardson	"	838
Hastings N.	J. W. Pearce	"	1,049
Hastings W.	J. W. Johnson	"	173
Huron C.	Wm. Proudfoot	Lib.	166
Huron N.	A. H. Musgrove	Cons.	171
Huron S.	Henry Eilber	"	383
Kent E.	P. H. Bowyer	"	82
Kent W.	G. W. Sulman	"	441
Kenora	Harold Machin	"	231
Kingston	W. F. Nickle, K.C.	"	393
Lambton E.	R. J. MacCormack	Lib.	235
Lambton W.	Hon. W. J. Hanna	Cons.	628
Lanark N.	Dr. R. F. Preston	"	471
Lanark S.	Hon. A. J. Matheson	"	Acc.
Leeds	John R. Dargavel	"	189
Lennox	T. G. Carscallen	"	17
Lincoln	Dr. Elisha Jessop	"	1,112
London	Hon. Adam Beck	"	1,403
Manitoulin	R. R. Gamey	"	709
Middlesex E.	G. N. Neely	"	539
Middlesex N.	Duncan C. Ross	Lib.	109
Middlesex W.	J. C. Elliot	"	606
Monck	James A. Ross	Cons.	35
Muskoka	A. A. Mahaffy	"	Acc.
Nipissing	Henry Morel	"	509
Norfolk N.	H. P. Innes, K.C.	"	73
Norfolk S.	A. C. Pratt	"	117
Northumberland E.	Samuel G. M. Nesbitt	"	578
Northumberland W.	Sam Clarke	Lib.	205
Ontario N.	W. H. Hoyle	Cons.	451
Ontario S.	Charles Calder	"	304
Ottawa E.	D. J. McDougal	Lib.	466
Ottawa W.	A. E. Fripp	Cons.	880
Oxford N.	Dr. Andrew MacKay	Lib.	432
Oxford S.	T. R. Mayberry	"	44
Parry Sound	John Galna	Cons.	1,263
Peel	Samuel Charters	"	498
Perth N.	James Torrance	"	266
Perth S.	Valentine Stock	Lib.	56
Peterboro E.	James Thompson	Cons.	721
Peterboro W.	T. E. Bradburn	"	428
Port Arthur	Mayor J. J. Carrick	"	380
Prescott	G. H. Pharand	"	4
Prince Edward	R. A. Norman	"	132
Rainy River or Fort Frances	W. A. Preston	"	170
Renfrew N.	Norman Reid	Lib.	198
Renfrew S.	T. W. McGarry	Cons.	239
Russell	Damase Racine	Lib.	785
Sault Ste. Marie	W. H. Hearst, K.C.	Cons.	241
Simcoe C.	A. B. Thompson	"	364
Simcoe E.	J. B. Tudhope	Lib.	180
Simcoe S.	Alex. Ferguson	Cons.	Acc.

Constituency.	Name.	Politics.	Maj.
Simcoe W.	James S. Duff	Cons.	904
Sturgeon Falls	A. A. Aubin	"	106
Stormont	W. J. McCart	Lib.	8
Sudbury	Hon. F. Cochrane	Cons.	604
Temiskaming	R. T. Shillington	"	549
Toronto E. (A)	Hon. R. A. Pyne	Cons.	3,390
Toronto E. (B)	T. R. Whitesides	"	290
Toronto N. (A)	W. K. McNaught	"	6,245
Toronto N. (B)	John Shaw	"	632
Toronto S. (A)	Hon. J. J. Foy	"	3,729
Toronto S. (B)	George H. Gooderham	"	2,848
Toronto W. (A)	Hon. Thomas Crawford	"	4,313
Toronto W. (B)	W. D. McPherson, K.C.	"	1,945
Victoria E.	J. H. Carnegie	"	Acc.
Victoria W.	S. J. Fox	"	98
Waterloo N.	Dr. H. G. Lackner	"	332
Waterloo S.	G. Pattinson	"	1,000
Welland	E. E. Fraser	"	866
Wellington E.	J. J. Craig	"	219
Wellington W.	James McEwing	Lib.	35
Wellington S.	Joseph P. Downey	Cons.	399
Wentworth N.	G. C. Wilson	"	119
Wentworth S.	Daniel Reed	Lib.	219
York E.	A. McCowan	Cons.	722
York N.	T. H. Lennox	"	432
York W.	Dr. Forbes Godfrey	"	1,453

As afterwards compiled the popular vote in the Province totalled 476,779 of which the Conservatives polled 281,311 votes, the Liberals 185,454, and the Independents, Labourites, etc., 10,014 as compared with 235,514 for the Conservatives in 1905, 203,566 for the Liberals and 4,056 for the Independents. Following the news of his great success Mr. Whitney said to the press: "On the occasion of the great upheaval of the people in 1905 I realized and so declared that the result was more than a party victory. So, to-day my colleagues and I feel that the verdict of yesterday was an expression of approval coming from the people of the Province as a whole. We are indeed thankful for this unmistakable and generous endorsement. During our term of office we have endeavoured to do our duty. Doubtless we have made mistakes but the experience we have gained will enable us to avoid them in the future." From Mr. S. H. Blake came a characteristic letter of congratulation: "This is, of course, the first letter that as a loyal Canadian I should write this morning. I congratulate you most heartily on the wonderful and unequivocal endorsement given by the Province of your four years' honest, progressive and helpful Government. I feel proud of the intelligence and honesty of the electors of Ontario who have given such a deserved and overwhelming rebuke to the organ which dipped its pen in filth in order to endeavour to lie the Falstaff's brigade, which it calls the Liberal party, into power."

As to Mr. MacKay he simply stated that his party had put up a good fight and was not discouraged. In the press there was a

natural tendency to regard the majority as too large and the Liberal papers, led by *The Globe,* declared this to be a real danger to Mr. Whitney and his Government. The Brantford *Expositor* (Lib.) claimed that "the Redistribution contributed to the swelling of the Government majority. It lost the Liberals a seat in Huron, a seat in Essex, a seat in Ottawa and the County of Peel, as also the four new seats in Toronto. By the double-member plan, as adopted for the latter city, 100,000 Liberals have been practically disfranchised while the return to the 'single member' plan for Ottawa has driven out of public life one of the most useful members in the last House, Mr. G. S. May." The Woodstock *Sentinel-Review* (Lib.) declared that in this Redistribution the Government had gone far enough to strengthen itself but not far enough to excite general alarm. The Hamilton *Spectator* (Cons.) thought the huge majority a weakness rather than a strength; but denounced the Liberal Leader's campaign as "an outpouring of slander and mis-statement" which had met a proper rebuke. The Toronto *News* thought it was the Premier's honesty in keeping his pledges which had so won upon the electorate.

An incident of the Elections was the offer of a Conservative poll-clerk, named Dilabaugh, in Hamilton to sell blank ballots to a Liberal worker for two dollars each. The aftermath was on Dec. 4 when this man and a deputy-returning-officer named Lawson, who had supplied the ballots, were sentenced to the Central Prison for 2 and 4 months respectively. It may be added here that on Dec. 17th Mr. Albert Grigg (Cons.) of Bruce Mines was elected by acclamation for Algoma in succession to Mr. W. R. Smyth who had been returned to the House of Commons and that Mr. J. S. Duff had been re-elected by acclamation for West Simcoe (Oct. 23) upon his appointment to the Government. A further aftermath of the contest was a meeting of the Ontario Reform Association in Toronto on Sept. 9th when 100 delegates were present with Mr. H. M. Mowat, K.C., in the chair. The President, in his speech, declared that "long before another Provincial campaign the Liberal party must meet in Convention—uncontrolled, unpledged, and unprejudiced—and formulate by majority vote the many measures for future government, suited to changed conditions, which the party when returned to power, will steadily advocate, adopt and enact. Bending to temporary expediency will not serve a party well. Success is not yet the sole gift of creed, interest, or faction, but only at the bestowal of the plain people of the country."

V.—PUBLIC AFFAIRS AND CONDITIONS IN QUEBEC

Provincial Government, Legislation and Political Incidents

The chief and most striking incidents of 1908 in this Province were the Tercentenary and the general elections but there were also minor ones of historical importance. There were no changes in the Gouin Government during the year though there were rumours, mostly emanating from Opposition newspapers, as to a possible retirement of Sir Lomer Gouin to accept a Judicial position and his replacement by Sir George Garneau, Mayor of Quebec, by Hon. L. A. Taschereau, by Hon. W. A. Weir or by others who occurred to the speculative mind from time to time. The Premier, however, maintained his position and strengthened it by his conspicuous success in the Elections. On Sept. 11th Sir Louis Amable Jetté, K.C.M.G., after serving for two terms of office as Lieut.-Governor of the Province, retired to take a place upon the Superior Court Bench and was succeeded by Sir Charles A. P. Pelletier, K.C.M.G., who had for many years been a member of the Senate and then a Judge of the Superior Court. The retiring Lieut.-Governor had filled his position with distinction and will be additionally remembered in Canadian history as one of the Alaskan Boundary Commissioners. In Quebec the occupant of Government House has to entertain a good deal and there was talk during the year of the desirability of increasing his salary from $10,000 to $20,000, though no conclusion was arrived at. On Sept. 16th the Hon. Horace Archambault, K.C., M.L.C., Speaker of the Legislative Council and one-time Attorney-General, was appointed a Judge of the Court of King's Bench. Another appointment towards the close of the year was that of Hon. Amedée Robitaille, K.C., M.L.A., formerly Provincial Secretary, to the position of Prothonotary of the Superior Court at Quebec. It may be added here that an effort was made to have Mr. Arthur Boyer, a one-time member of the Mercier Ministry, appointed Lieut.-Governor and that early in the year this arrangement was said in the press to have been decided upon. In September the Commission for the consolidation of the Quebec Statutes, composed of three members, was, owing to the death of Sir Napoleon Casault, re-organized with Mr. Charles Lanctot, K.C., Assistant Attorney-General, as sole Commissioner.

An important subject for Government consideration during the year was that of Temperance reform. In 1905 there had been amendments to the License Act introduced by Hon. Mr. Gouin; in 1906 Archbishop Bruchési had started his crusade for Temperance, supported by Bishop Emard of Valleyfield, by varied

religious workers and the St. Jean Baptiste Societies; in 1907 there had been further increases in License fees and a municipal struggle over the question in Quebec City. It was claimed by Temperance interests that the License Act was imperfect with 120 amendments made in it since 1900 when the measure was first passed; that the closing of a bar did not prevent the obtaining of liquor by boarders in an hotel or by someone temporarily engaging a room; that enforcement on Sundays as well as on week-days was very lax; that such prohibitions or restrictions as there were on paper did not amount to much in practice. The Cowansville *Observer* described the situation as follows: "The Act has been framed for the purpose of raising revenue and for the sale of alcoholic beverages. The only restrictions are those on saloon-keepers selling by retail. These restrictions are perhaps enforceable, but even if enforced there would be indirect methods of selling just the same. There is practically no restriction upon the sale of liquor in this Province if a person only goes to the individual who has the right kind of a license. There is the inn-keeper who gives board and lodging and sells whiskey. There are beer and wine licenses, dining-car licenses, steam-boat bar licenses, licenses for clubs, wholesale liquor licenses, wholesale liquor-shop licenses, retail shop licenses, bottlers' licenses, cider and native wine licenses, licenses for picnics and large temporary gatherings, sample and commission licenses and, finally, there are auctioneer licenses. The license that is most in evidence in small municipalities is the inn-keeper's, but the others are in existence and help the brewers and distillers in the sale of their products. With this multiplicity of licenses for the sale of alcoholic beverages, licenses permitting sale by the glass, by the bottle, by the dozen bottles, at hotels, at restaurants, at picnics, at auction sales, at races, there is very little real restriction imposed."

During the 1908 Session of the Legislature petitions bearing 100,000 names were presented asking for various reforms in the License laws. They carried the signatures of the Roman Catholic and Protestant clergy, Judges, College professors, Senators, two ex-Premiers of the Province of Quebec, and the names of other representative citizens in all classes of society. Many of the amendments to the License Act, passed during this Session, were said to have been based upon the petitions so presented and to have complied in many particulars with a draft of the measure prepared by the Temperance people and submitted to some of the Ministers. One of these petitions in support of a private Bill presented by Dr. L. J. Lemieux, proposing to reduce Provincial licenses by 15 per cent., came from the Women's branch of the St. Jean Baptiste Society and represented many thousand women of Montreal. It asked for the removal of discretionary powers from the Judges as to annulling licenses; the compelling of police officers to see that the License Act was enforced; the publication

of all applications for licenses before such were granted and the signature of a majority of resident municipal ratepayers to be necessary in obtaining them; the reduction of licenses in Montreal by 15 per cent. and no restaurant licenses to be granted except in cases of business carried on in good faith and with some real necessity. The struggle was a warm one in Montreal, in the Legislature, and in Quebec city. In the latter's municipal elections of Feb. 17th Mayor J. George Garneau and most of his friends were re-elected in a contest which turned largely upon this issue. In almost all the churches, just before polling, the people were urged to support the advocates of Temperance and amongst the speakers Sir Francois Langelier, Hon. T. Chapais and Judge Lemieux were conspicuous while a large number of women came out to vote—in one ward over 300 of them. Side by side with the French and Catholic interests of Montreal were the Dominion Alliance, the Anti-Alcoholic League and other Temperance Societies of an English-speaking character.

Meantime, the Liquor interests and affiliated industries had not been idle and on Mch. 19, at a meeting in Montreal, claimed to represent $50,000,000 of capital, Mr. Lawrence A. Wilson stated that the situation was serious, that every French newspaper was preaching Temperance, and that the priests were conducting a vigorous campaign. A long Resolution was passed declaring that the existing License law had been adopted by the Legislature after mature deliberation and consultation with representatives of the Temperance bodies; that this legislation affected interests of a varied nature including glass manufacturers, case-makers, printers, cork manufacturers, cigar and tobacco manufacturers, brewers, maltsters, manufacturers of aerated waters, distillers, as well as the wholesale wine and spirit trade, and involved the welfare of capital totalling $50,000,000; that the administration of this law was in the hands of competent and satisfactory Commissioners and that the law was believed to operate effectively and to regulate fairly; that "in the opinion of this meeting the cause for the complaints which are made does not arise from the sale of liquor by those duly licensed under the Act but comes rather from the fact that there is throughout the Province a large sale of liquor by unauthorized and unlicensed persons, which is not only contrary to law but where the liquor sold is not subject to inspection and is uncontrolled and entirely detrimental to the public health"; that the meeting was also of opinion that "if the illegal sale of liquor could be completely suppressed no further ground for complaint would exist, and that moreover this meeting is in sympathy with, and recommends to the Government the most strict enforcement of the present law which will do away with the abuses which at present exist."

As a result of this gathering a deputation from the Montreal Licensed Victuallers' Association, on Apl. 9th, waited upon Mr.

Premier Gouin and presented petitions from 70,000 citizens protesting against the proposed amendments to the License law and especially as to the proposals and opinions of the Women's section of St. Jean Baptiste Society. Later in the day representatives of this latter organization, the National Council of Women and other Societies, presented the Premier with the petition, already referred to, signed by the Archbishop of Montreal and 50,000 citizens, in favour of Dr. Lemieux's Bill. It may be added here that this measure was read a second time in the Legislature on Apl. 13 but was afterwards withdrawn. The Hon. W. A. Weir's Bill, however, amending the License Law, was considered, discussed, altered somewhat, and finally passed by the two Houses. The chief clause in this legislation provided that gradual reduction of licenses should be made so that they would not exceed the number of 400 in Montreal and that in other cities and towns they should be gradually reduced until they were not more than one to every 1,000 of population. No transfer of license was to be taken while an action against a proprietor was in progress. No restaurant license was to be granted unless the License Commissioners were convinced that the applicant would keep a *bona fide* restaurant, and that such restaurant was required at the place indicated. The municipal police in every city were to see to the carrying out and strict observance of the law. In cities and towns other than Quebec and Montreal the Chief of Police was to report without delay to the Collector of Provincial Revenue, who should forthwith prosecute offenders. In Quebec and Montreal the police, without delay, were to report any violation of the law to the License Commissioners who were to have the offenders prosecuted by the Collector of Provincial Revenue; and the Commissioners were to report, on occasion, to the Provincial Treasurer as to the manner in which the law was observed and as to the conduct of the police. As the number of licenses were reduced in cities or towns the duties or taxes in such cases were to be proportionally increased so that the total of the Provincial revenue would not lose by the change.

Another matter which greatly interested the Province during the year was the proposed Federal change in its boundaries through the addition of the large regions of Ungava. This vast stretch of country running to the north of Quebec and bounded by Hudson's Bay and Straits, and by Labrador on the Atlantic coast, was estimated by Sir Wilfrid Laurier in the Commons on July 13th as having 456,000 square miles of land and water. He intimated that it would make Quebec the largest Province in the Dominion and proceeded as follows: "The conditions are such that it is not possible to expect any large influx of population into that country. In fact, we cannot expect any influx of population there at all unless there should be the discovery of large mineral deposits. Ungava has been known to civilized man for more than 300 years.

The French explorers knew it and explored it; French missionaries visited it, but no settlement has taken place; and there are no white people there except a few traders and hunters and trappers connected with the Hudson's Bay Company and with a new rival to that Company—the Revillion Company. Outside the traders, hunters, and trappers, I am not aware that there are any civilized men in Ungava. No development of any kind has taken place in that territory and recent explorers assert that its climate and conditions are such as not to invite civilized settlement unless there should be discoveries of minerals. Under the circumstances it seems to me that the prayer of the people of the Province of Quebec, that this territory should be added to that Province, is not unreasonable. I am aware that some nervousness has been expressed on the floor of this House regarding any extension of territory to the Province of Quebec because that Province is the pivot on which representation must be based."

The Premier did not, however, anticipate any immediate or even future trouble in this respect because there was no prospect of any increase of population; there had been none in the 118,000 square miles added to Quebec by the Conservative Government in 1896 and approved by himself and the then Opposition. One reason for Quebec wanting this region was, he pointed out, its immense forests and these the Province could look after much better than the Dominion. There was no serious objection to this proposal in the House except Mr. R. L. Borden's statement that sufficient particulars were not available and the suggestion that, possibly, parts of the region might be easier administered by Newfoundland, through its Labrador connections, when it became a part of the Dominion. The press of the other Provinces was careful as to expressing an opinion upon this proposed extension of Quebec's territory but here and there papers such as the *Orange Sentinel* and the Vancouver *Province* opposed the proposal strongly. Manitoba issues overshadowed this detail in the Boundary question and, in any case, the Resolutions were considered as simply preliminary to the actual legislation. The implied pledge of Parliament, however, was eminently satisfactory to Quebec, its Government and, presumably, its people.

Mr. Lomer Gouin, the Premier, was conspicuous during the year in several directions but he never forgot his favourite subject of Education and it was a prominent plank in his general election policy. In January he had spent some time in Mexico, being entertained by President Diaz with many courtesies, and returned much impressed with the electrical enterprises and tramways which were being carried on so largely by Canadians with Canadian capital. Speaking at the Manufacturers' Association banquet in Montreal, on Sept. 17, he dealt very frankly with an important phase of the Educational question: "We have no promises to make now; we are trying to realize what we have promised; and for

years we have been telling the citizens of this Province of Quebec that if we were maintained in power we would give to our population a perfect system of Technical education. We are now spending $1,000,000 to create such schools in Quebec and in Montreal, and I may say that if one million dollars is not enough we are prepared, and in a position, to spend another half million; and if it is necessary to spend two million dollars, to spend three million dollars to have in this Province of Quebec a perfect system of Technical education it will be done."

At the Builders' Exchange banquet in Montreal, on Dec. 10th, the Premier promised legislation next year regarding compensation for workmen in cases of accident. A Commission had been inquiring into this subject during 1908 composed of A. Globensky, K.C., C. B. Gordon and F. Marois and a Report was expected shortly. A little before this, on Nov. 24th, a large deputation of medical men from Montreal waited upon him and presented a suggestion approved by the Anti-Tuberculosis League, the Montreal Board of Trade, and other public bodies, that the Government should appoint a Royal Commission to investigate the conditions in the Province with regard to Tuberculosis—the extent of its mortality, the causes of the disease, the proposed remedies and their results —with the object of strengthening the authorities in dealing with the evil, directing and concentrating action against it, instructing the public in its character and extent. The appointment of such a Commission was regarded with favour and in response to the Premier's request the names of Dr. E. P. Lachapelle, Dr. T. G. Roddick, Dr. J. E. Dube, C. M. Holt, K.C., and Lieut.-Col. J. H. Burland of Montreal, with two gentlemen from Quebec City, were suggested as members of such a Commission. Another incident of this time was the visit of Hon. C. R. Devlin to Paris and newspaper statements to the effect that the Provincial Government was trying to arrange for the future direction of French emigration to Quebec instead of to the North-West under existing Federal influences in the Commissioner's office at Paris. *La Verite* and some other Quebec papers, however, disliked this idea and, from a religious point of view no doubt, objected to the promiscuous Provincial encouragement of French immigration. An echo of political events in 1907 was heard on Jan. 24th at Quebec when the libel suit of Hon. L. A. Taschereau against *La Patrie* was announced as being settled—the defendant having undertaken to pay costs and to apologize for charging that Mr. Taschereau, in the preceding August, had shared in breaking up a Bourassa meeting in the City of Quebec.

There were some celebrations of a specially French-Canadian character during this year apart from the wider and greater Tercentenary event. The chief of these was the commemoration of the 2nd centenary of Mgr. de Laval, the first Catholic Bishop in Canada. On June 21st there was a great Fete Dieu procession

through the City of Quebec, three miles in length and including Mgr. Sbaretti, Papal Delegate, 18 Archbishops and Bishops, 200 priests and monks from the various religious orders of Canada, 100 Nuns by special permission, with many distinguished laymen of the Church such as Sir Wilfrid Laurier, Mr. Premier Gouin, Hon. R. Lemieux, Senator Jules Tessier, Mayor Garneau and a number of Judges. In the streets there were a great number of arches, brilliant decorations, and crowds said to number 60,000. Special services were held at certain points and in the evening Laval University was crowded with prominent people at its closing exercises, H.E. Lord Grey being amongst these present. On the following day a statue of the famous Bishop was unveiled by the Governor-General with addresses from the Archbishop of Quebec (Mgr. Bégin), Hon. Adélard Turgeon and Hon. Thomas Chapais. Illuminations and a sacred concert marked the evening ceremonies and on the 23rd the St. Jean Baptiste Society had the largest procession and celebration of its local history. Various historical characters were seen in the procession; a great open-air ceremony of Mass was held at the foot of the Laval Monument where an altar had been erected; and an Address was presented to Lord Grey by Hon. Mr. Turgeon as President of the Quebec Society expressing to him "the deep gratitude of all French-Canadians" for his graciousness in honouring the occasion by his presence and declaring that "While still faithful to France, the ever-beloved country of our ancestors from which we have been separated by the decrees of Providence, we emphatically affirm our loyalty to the British Crown under whose protection we have been able to live and flourish in all possible liberty."

The Montreal St. Jean Baptiste Society, on June 24th, celebrated this National holiday of the French-Canadian people with unusual fervour. Every house displayed its flag or religious emblem; a great procession passed through the streets of the City and attended High Mass with Archbishop Bruchési officiating; the event concluded with afternoon sports and patriotic addresses, evening fireworks, bonfires and concerts. Of this Montreal Association Mr. J. C. Beauchamp was President in 1908. Meantime, on May 17th, the Society, as a whole, with all its many branches throughout the Province, received a Papal recognition which its leaders had long striven for when Archbishop Bégin in a Pastoral stated that His Holiness the Pope had officially proclaimed St. John the Baptist to be "the special patron, near God, of the French-Canadian faithful" whether living in Canada or elsewhere. Another important, though minor French organization, was the Society of Colonization and Representation. It met in Quebec on Dec. 29th and received a report stating that 3,368 immigrants had been established during the year in the unsettled portions of the Province. The Hon. J. P. B. Casgrain was elected President.

The 4th Session of the eleventh Legislature of Quebec was opened on Mch. 3rd by Sir L. A. Jetté, Lieut.-Governor of the Province, in a Speech from the Throne which stated that Quebec had suffered little from the recent economic and financial crisis; referred to the coming into force under Imperial enactment of the increased Subsidies arrangement and added that "through the efforts of my Government it was provided that the Statute, although passed in August, should take effect from the 1st of July," and that the additional sum had consequently been received; mentioned his Government's application to the Courts for protection against the territorial encroachments of Newfoundland, the further continuance of negotiations and final acceptance by Newfoundland of the proposal to submit the question to the Judicial Committee of His Majesty's Privy Council; described the continued efforts of his Government to obtain the annexation of Ungava to the Province and the confident hope that this would soon be agreed to by the Ottawa authorities; promised legislation dealing with the Municipal Code in country districts, the re-organization of the Criminal Courts, and an increase in the number of Superior Court Judges; referred to the increase of crime in the Province owing to growing immigration; described the Government's Educational policy in organizing two Technical industrial schools, a School for higher Commercial purposes, the founding of new Normal Schools at Three Rivers and Nicolet for the purpose of training competent teachers, the grant of further yearly bonuses to deserving school municipalities, and the proposed special grants to poor municipalities for the construction of schoolhouses; mentioned the Government's intention to provide still further for the bettering of roads and construction of iron bridges; referred to the continued success of Colonization and settlement and the proposed grant to the Tercentenary celebrations; promised legislation securing the payment of proper wages to workmen employed on public contracts, or works subsidized by the State, dealing with accidents by fire in public buildings, and regulating the organization, control and administration of Insurance companies; suggested consideration of the appointment of an Agent-General in the United Kingdom to promote the development of the Province's agricultural, commercial and industrial relations.

Some minor matters and items of proposed legislation were also mentioned. The Address in reply was moved by Honoré Mercier, seconded by P. S. G. Mackenzie, and passed without division. In the Legislative Council it was proposed by Hon. G. F. Gilman and seconded by Hon. A. F. de Varennes. Mr. Mackenzie in the course of his speech said: "For the past four or five years there has been a movement to promote Education reform, and never before has it been so prominently before the public attention as at present. The Government has given every attention to the movement. Its aid to the schools in poorer muni-

cipalities is hailed with gladness. Rural schools are a combination of cold, dirt and unsanitary conditions and prompt relief of such will receive the thanks of the entire population of the Province. In connection with the aid given to Education the Government has taken a wise course in promoting a school in Montreal to encourage the pursuit of higher commercial studies and it will supply a long-felt want." Mr. P. E. LeBlanc, the Opposition Leader, claimed that the Government's promises were never realized and its increasing expenditure was not justified; that salaries were too high, bonuses too numerous, patronage too much abused; that rural roads, when improved, soon reverted to previous conditions owing to neglect; that the Liberals in ten years had averaged a yearly increase of $607,701 in the annual expenditure; that the Royal Commission of Inquiry into the Prevost-Asselin controversy of the previous year was unduly slow in reporting. Referring to the Crown lands Report which shewed an export in the past year of 100,906 cords of pulp-wood at $6.00 per cord Mr. LeBlanc deprecated free export and asked his hearers to go to the Directors of Canadian paper manufactories and find out that for every cord of pulp-wood turned into paper, in Canada, Canadians received from $48 to $50; most of this meaning wages for Canadian workingmen. The Premier replied briefly. Since 1898 the Liberal Government had not been borrowing but paying debts out of their revenue without imposing extra taxes. They had built Court-houses and Government buildings in various towns, at a cost of $10,000,-000, but had paid all from revenue and on July 1st had shewn a surplus. Mr. LeBlanc thought the Province was stationary only because the Conservative party was so. He blamed the Government for the export of pulp-wood, but the Government was not to blame for that, as there was only one power that had the right to impose an export duty on pulp-wood, and that was the Federal Administration. The Premier thought it would be a good idea to have a Federal Commission to investigate this question and report whether a duty should be imposed.

In the succeeding legislation of the Session Mr. Lomer Gouin, the Premier, was responsible for a number of important Bills. His measure creating an Agent-Generalship in London was opposed by the Opposition as "a violation of the constitution and a means of useless expense" but the second reading was carried on Apl. 22nd by 53 to 6 votes and the arguments in its favour were many—including the better presentation of the Province's resources and condition, the direction of European immigrants to Quebec instead of to the West, the organization of the external interests of the Province from one centre. This official was to be appointed by the Government, to be under the guidance of the Premier and to receive a salary of $6,000. Other measures presented by the Premier established the status and defined the duties of the Court of Sessions of the Peace; gave an increased indemnity

to jurors in Criminal cases of 50 cents a day; dealt with the Appeal jurisdiction of the Court of King's Bench and amended the Act respecting appeals to the Imperial Privy Council; amended the revised Statute respecting District Magistrates' Courts and dealt with the appointment of such magistrates; revised the Cities and Towns Act and the Prisons Act so as to allow prisoners to do something for the support of their families; amended the Act for the incorporation of the High Commercial Studies School at Montreal; authorized municipalities to contribute to the Tercentenary celebrations and provided the Province's contribution of $100,000 thereto; dealt with the better inspection of prisons and other public institutions, revised the duties of Sheriffs and dealt with Registry offices; authorized the revision and consolidation of the Municipal Code and amended the Circuit Court law of Montreal and that respecting witnesses before it; introduced various minor changes in the Statutes.

On Mch. 11th the Premier gave an official explanation of the resignation of Mr. J. B. B. Prevost, Minister of Colonization and Mines, in the preceding September; the latter said that he had retired simply because his Leader, though believing in his honesty had been worried by the accusations against him, and he declared himself still a Liberal; Mr. LeBlanc, on behalf of the Opposition, claimed that the retirement was due to apprehension as to the Asselin charges* and a desire to evade responsibility, and criticized the appointment of an outsider like Hon. C. R. Devlin when there were so many good men in the Legislature. Some interesting discussions on immigration took place during the Session. On Apl. 2nd Mr. Prevost moved a Resolution declaring that "it is by settling the wild lands of the Province, by encouraging the repatriation of our people now in the United States and by attracting sound immigration that we shall be able to preserve its autonomy and its influence in the Canadian Confederation; and that this House expresses the wish that, while continuing to promote exclusive colonization in this Province, the Government will encourage intensive colonization by making it easy for the workman in the cities, the repatriated Canadian, and the immigrant, to select lots and to settle on the same in a methodical and definite manner." He declared that Quebec was steadily becoming weaker at Ottawa. "This Province sets the scale for representation for the other Provinces, but she is increasing in population so slowly that she is becoming swamped in the Federal House. Immigrants are coming in rapidly but are not stopping; passing through just as rapidly to other Provinces. Quebec has no attractions to offer in the way of Government aid. The settler has to fight the fight of colonization single-handed and small wonder is it that he often gives up in discouragement." The Hon. Mr. Devlin approved some of the views thus expressed but moved in amendment that

* NOTE—See *Canadian Annual Review* for 1907—Quebec sub-section.

the words "as this Government has been doing since 1896" be added to the motion. The Minister spoke at some length—though the debate itself was adjourned and not renewed. He did not believe in aspersing English immigration. All races were needed in Canada, though the Provincial Government was doing its best to encourage those who were coming from France:

> In Montreal, I have united under one roof the two Offices of Colonization and Immigration, and our officers there must henceforth come under the immediate control of the Department. They will attend to those immigrants whose intention it is to settle in this Province and they will give full information to colonists applying for such. Our new Office will be found thoroughly equipped. To-day I received a letter from one of our agents informing me that several hundred families will return to Canada from the Eastern States and that he is busy looking for suitable localities in which to place them. You are aware, Sir, that in our Budget we are voting for Colonization purposes the unprecedented sum of $175,000—an increase over last year of $45,000. And it must not be forgotten that in addition we are asking for another $100,000 for rural roads and iron bridges. Care will be exercised in the spending of this money which will go to roads, bridges, in fact to everything calculated to help colonization.

The most-discussed measure of the year was the Hon. W. A. Weir's Bill respecting Insurance companies, mutual benefit societies and charitable associations in the Province. Under its terms all such companies or concerns licensed by the Dominion, and operating in the Province, were required to take out a license and obtain a certificate of Provincial registration; all joint-stock Insurance companies were required to pay fees and dues; fees and dues would be required for the rendering of all services and the filing of all documents connected with the carrying out of this Act; the Lieut.-Governor would have authority to make or amend the tariff of fees in such cases; the Government was authorized to appoint a Superintendent of Insurance at a salary of $4,000, attached to the Treasury Department, subject to Government decision as to functions and duties, with the special object of proper administration of the Insurance business of the Province. On Mar. 10 the Minister explained the details of his measure: "Important changes are to be made in regard to the conversion of mutual fire insurance companies into cash mutual insurance companies; provided that when this is done the business of the company shall be divided into two sections, neither of which shall be liable for the obligations of the other. Mutual companies are permitted to transform themselves into joint-stock companies when they fulfil conditions; the Section having the advantage of making the insured under the mutual system participate in the accumulated profits of the company. In Section 5 there is a clause requiring, before the payment of a dividend, the creation of a reserve fund sufficient to re-insure the Company's risks; and before the payment of a dividend exceeding 10 per cent. there must be a surplus equal to 30 per cent. of the legal reserve."

In the matter of deposits with the Treasury Department companies doing business under a license from the Dominion Government were exempted. Where the contingent liability within the Province did not exceed two million dollars the deposit required from every joint-stock company doing fire, inland marine, life, accident, guarantee or surety insurance was $25,000 and in the case of a foreign company $50,000. For mutual fire companies insuring mercantile or manufacturing risks the deposit was $10,000 and for cash mutual companies $25,000. Live-stock insurance companies must put up $10,000 or, if foreign to the Province, or not incorporated by the Dominion, $25,000. Non-provincial mutual benefit associations were required to deposit $5,000—Provincial Associations being exempt. When the amount of the liabilities of the company within the Province exceeded two millions, the amount of the initial deposit increased by one-tenth for each million over and above two millions. Provisions were made for strict auditing by company officials and, if required, by Government auditors; for the publication of statements as to investments, and restrictions as to the control of one company by another; for continuance in force of policies 30 days after expiration of premiums. The position of Directors and their responsibilities were more clearly defined and the Act, as eventually passed, was to come into force at the close of the year. Owing to the clause requiring a full statement of the terms of the law to be given in the policies of the Companies, and at the earnest request of the latter, the operation of the Act was postponed till February 10, 1909. Meanwhile, on Mch. 18, and in accordance with the Premier's suggestion, a large deputation waited upon him representing all the chief Insurance companies of the Province, to discuss the question of taxation and it presented a Memorial protesting vigorously against the principle of taxing life insurance premiums as a false one, unfair in practice, and out of proportion to the taxes imposed upon other financial bodies.

Other legislation of the Session included a repeal of the law under which the Clerk of the Crown in Chancery supplied electoral lists to the candidates prior to an election; the Hon. Mr. Weir's measure respecting Motor vehicles which required foreigners motoring in the Province to register and give security for observance of the Act, made the payment of costs compulsory upon the person guilty of breaking the law, and required a motorist to blow his horn at every street and road intersection; the Hon. Mr. Taschereau's Bill to insure the greater safety of public buildings and, under which, plans of such buildings must be submitted to Government inspectors, fire-drills held in schools at regular intervals, a night watchman and fire-gong kept in hotels of over 50 rooms, theatres to be built of incombustible material and provided with an adequate fire-curtain, power given to Inspectors to order safety appliances at the owners' expense when necessary;

the Council Bill promoting the formation of co-operative agricultural associations for the improvement of agriculture, the sale and purchase of agricultural products, live-stock, farm implements, etc.; the measure incorporating, with wide privileges, the Anti-Alcoholic League of Montreal which had been formed for the purpose of promoting Temperance propaganda by clubs, coffee-houses, shelters, etc.; Hon. Mr. Devlin's measure amending the Game laws so as to afford greater protection to beavers, partridges, moose, deer and caribou; the Montreal Bill under which changes were made in certain municipal conditions and Notre Dame des Neiges and Rosemount annexed to the City.

A measure was passed creating a Commission to revise, consolidate and modify the Municipal Code of the Province and another providing for a tax on transfers of shares, bonds or debentures. A Resolution was approved on Apl. 13 creating a Chairman of Committees in the Assembly with duties similar to those of the same official in the British House of Commons. Some interesting facts were brought out in response to Legislative inquiries during the Session or in Government Reports during the year. One statement shewed 900,000 members of 50 Mutual Benefit Societies in the Province (1906-7) with policies paid in that year by the Royal Arcanum totalling $7,704,486, by the Knights of the Maccabees of the World $3,151,802, by the Catholic Order of Foresters $1,104,133, and by the Catholic Mutual Benefit Association $1,274,002. The sum expended by the Department of Colonization in 1906-7 upon 582 miles of road was $134,000; the total number of immigrants arriving at Quebec in 1907-8 for settlement in the Province was 18,597; the number of French-Canadians coming back to Canada under the auspices of the repatriation agent at Worcester, Mass., was 10,934 in the year ending June 30, 1908.

Incidents of the Session included the rejection of a Bill granting McGill University certain powers of expropriation which were declared to be too wide; a Resolution by Mr. P. E. D'Anjou suggesting legislation to forbid municipalities taxing insurance companies and agents, which was accepted by the House on division; a Resolution presented by Mr. J. O. Mousseau expressing a wish that the Government would "institute a system of official encouragement of letters, sciences and arts through the organization of public competitions and the giving of prizes to the laureates" which was passed after the Hon. L. R. Roy, Provincial Secretary, had pointed out that $4,500 a year had been voted for some time along these very lines and for the purchase of books as prizes, etc.; another Resolution passed on Apl. 25 urging the Government to devote its attention to the important subject of Municipal Sanitaria for the treatment of Tuberculosis. On Apl. 22nd Mr. J. H. Kelly moved an interesting Resolution which was accepted and to which the Premier promised immediate attention:

Whereas under Statute 53, George III., chap. 3rd, 1819, a Royal Commission (J. T. Taschereau and L. J. Duchesnay) was appointed in order to settle the many difficulties then existing in the Counties of Bonaventure and Gaspé owing to the fact that the United Empire Loyalists and Acadians did not hold any title to their lands; Whereas the work of the said Commission was never completed and the uncertainty in the titles to the property in the County of Bonaventure is daily giving rise to serious trouble and difficulties among the land-owners; Whereas it is urgent that some steps should be taken to grant letters-patent to the old settlers and descendants of the early inhabitants of the County of Bonaventure; That this House expresses the opinion that it is opportune to investigate the said situation with the view of granting letters-patent to the owners of real estate in the said County.

Mr. Kelly described the history of these early settlers, eulogized the Loyalists of that distant day and urged justice to their descendants and to those of the Acadians who had thus escaped from exportation to more distant lands. The Session closed on Apl. 25th with a measure giving large votes of land—estimated by Opposition speakers to total 2,370,000 acres—to various small railways and with several votes of censure proposed by an Opposition small in numbers but looking forward to the coming elections. Messrs. J. M. Tellier and P. E. LeBlanc moved that the House "regrets that the Liberal Party should have, for over ten years it has been in power, ignored the promises made by it to the electorate of this Province to govern without taxation and that instead of practising economy it should, on the contrary, from year to year, have devoted its efforts to establishing fresh taxes and increasing those already existing in 1897, to the extent of levying for the year ending June 30, 1907, $530,000 more than the Conservatives had ever levied in any year." It was rejected by 53 to 6. Messrs. LeBlanc and Tellier then proposed a Resolution expressing regret that the Government still permitted the ruinous exploitation of the forests for the benefit of foreign manufacturers and workmen; declaring that so fatal a policy should be replaced by wise ordinances which, without injuring the sale of and trade in pulp-wood, would at the same time secure within a short and definite period the manufacture within the Province of the pulp and paper of which its timber was raw material. The vote upon this was 55 to 6. Another motion, similarly defeated, urged the abolition of toll-gates, and Messrs. A. W. Giard and Pierre D'Auteuil then presented a Resolution requesting the Government to so administer the Department of Lands and Forests as "to remove all causes of conflict between the settlers and holders of timber limits and to give more care, attention, encouragement and protection to the settlers than they have hitherto done," which was rejected by 40 to 6 votes.

During the somewhat crowded final debates of the Session on Apl. 25th the Abittibi question, the Royal Commission, and the Prevost-Asselin charges made the groundwork of a speech by Mr. LeBlanc in which he censured the Commissioners (Sir F. Langelier and Mr. Justice Charbonneau) for presenting a Report

which contained no expression of opinion and simply gave the Legislature a mass of undigested evidence. Mr. L. J. Gauthier, K.C., replied by eulogizing the high character of the Commissioners and the devoted services of Hon. A. Turgeon to the Province and denouncing Baron L'Epine as a perjurer and adventurer. Out of various discussions and the Government's refusal to support a measure presented by him and approved in Committee of the House came a vigorous onslaught by Hon. J. B. B. Prevost upon Mr. Weir, Provincial Treasurer, and a late colleague of his. It was important as indicating the growing personal hostility of the late Minister toward not only the Premier and Mr. Turgeon but to the other Party leaders. This record of the last Session of the 11th Legislature may close with a tribute paid by the correspondent of the Montreal *Herald* to the changed system and conditions existing under Mr. Premier Gouin. Control of the House, the Committees and the legislation had, it was claimed, been assumed, lobbying properly checked, business carefully organized:

> What is more important, the control extends to principle as well as to detail. Public interest is at last being made a prime consideration in private bills. In a bill that came up, there was a suggestion of lottery; out it went. There was a plan to issue a million dollars of share capital which did not represent money; that went out. A public service corporation had not made allowance for the rights of municipalities; those rights were formally recognized before the bill went through. A deservedly popular educational institution wanted expropriation powers, to help the good work along, but as the bill's advocates could not disprove the charge that it would be doing an injustice to a few proprietors, they had to withdraw their bill. Similarly with public business; on the day the Session opened Mr. Gouin brought down about twenty public measures all ready to be proceeded with. The fact is, and it crops out everywhere, that the Legislature is being led and is conscious that the best abilities at its command are obtaining their most effective employment.

Of special interest in connection with the attitude of the Dominion Minister of Justice as to disallowance in matters involving, or supposed to involve, validity of contracts in the Provinces and Mr. Justice Riddell's open statement in Ontario that Provincial Legislatures could act as they pleased was the Quebec case of McGarvey vs. McNally which was decided by the Supreme Court of Canada on June 30, 1908. It was a case in which the Quebec Legislature had changed the terms of a testator's will. The Provincial Courts declared that this was beyond its power. The Supreme Court held that with regard to property and civil rights the Provincial Legislature was as omnipotent as the Imperial Parliament. The effect of the judgment, as stated by Mr. Justice Girouard in the Supreme Court, was to "give effect to a Statute of the Legislature of Quebec undertaking to substitute a will of its own for the will of the testator Owen McGarvey." His Lordship pointed out that this interfered with what had always been looked upon as one of the dearest rights of every British subject but held that effect must be given to the action of the Legislature which was held to be, in such matters, "omnipotent."

Provincial Elections—Government Record and Policy

On May 5th the dissolution of the Assembly was announced with nominations on June 1st and elections on June 8th. The Government, which had been formed on Mar. 3rd, 1905 by Mr. Lomer Gouin, in succession to the preceding Governments of Hon. S. N. Parent and Hon. F. G. Marchand—a total Liberal rule of eleven years—had a record of reasonable accomplishment and progress. This can be said without considering the merits of current criticism or party attack. An increased Federal subsidy had been earnestly striven for and finally obtained, with the co-operation of the other Provinces; expenditures had been kept within receipts and a substantial surplus realized; Commercial and Normal Schools had been built, $200,000 additional voted for primary schools, the Polytechnic School at Montreal improved and better pay given to Inspectors and teachers while improved buildings were being gradually erected; increased aid had been granted to agricultural colleges and societies and to the good-roads movement; factory inspection had been improved, more iron bridges constructed, Colonization reserves created and Forest reserves established; while Licenses had been reduced in number and the law improved in application. Legislative methods had been bettered and the general situation from a Liberal standpoint was indicated in a Montreal *Herald* editorial of May 8:

> The fact is that the Province has in its service a Prime Minister who is not merely possessed of talent of a very high order, but who has shewn himself progressive as to large measures of policy, prudent as to the method and time of accomplishing his purposes, and blessed with the business faculty of getting things done. The record of his Government is good but the personality of the Minister is an even larger asset. It is inconceivable in such circumstances, and with nobody of anything like equal capacity or character among those opposed to him that the Province, with its vast interests, should think of making a change.

At Quebec, in a press interview on May 8, the Premier analyzed the record of the Government and his party during the past decade and indicated the nature of his own future policy. The promise of economy had, he claimed, been well maintained. From June 30, 1897, to June 30, 1907, the increase of liabilities over assets was only $231,192 while special expenditures during that period had included $1,117,875 upon conversion of the debt, $944,520 paid in cash as Railway subsidies, $370,174 paid as reimbursed guarantee deposits made by Railway companies, $520,213 expended for extra public works. In 1907 the ordinary revenue was $1,395,628 more than in 1897 while the ordinary expenditure shewed an increase of only $5,800. The public domain revenue in 1897 was $879,893; in 1907 it was $1,358,918. The Liberal Government had, therefore, "preached and practised economy." Mr. Gouin went on to quote from his own "programme speech" of Apl. 5th, 1905, and to indicate how its various pledges had been redeemed. Since June, 1907, not a single mile

of timber limits had been leased; surveys had been made of Provincial water-falls with a view to power development, and leases sold at public auction; during recent Sessions of the Legislature public grants for educational purposes had been increased by $50,000 in 1905, $28,000 in 1906 and $126,000 in 1908. Besides all this and the creation of technical, industrial and commercial schools much more had been done:

> We have founded new Normal schools for girls, we have granted premiums to teachers, both male and female, who have been persevering in their work; we have offered premiums to those School Commissioners who put forth the greatest efforts to improve instruction in their elementary schools; we have subsidized the foundation and the maintenance of a Surveying School at Quebec; we have largely assisted the Polytechnic School at Montreal, in order to place it in a position to widen its sphere of instruction and to make it more serviceable to the country; and we have created schools of household science and dress-making schools in the principal centres of the Province. We hope within the next few years to be able to increase the present grant of less than $700,000 for public instruction to one million dollars a year. Improved country roads, the establishment of colonization reserves, aid to railway enterprises and increased protection to working men were amongst other planks of the platform upon which I addressed the electorate of the Province in April, 1905. Let us see how we have kept our promises in this regard. The grant for improvement of country roads voted during the last Session shews an increase of $50,000. An equal amount was voted for iron bridges, and an increase of $45,000 for colonization roads. Not only have we created Colonization reserves but Forest reserves as well; and a general law has been enacted authorizing the Lieut.-Governor-in-Council to set apart more of such reserves upon the recommendation of the Minister of Lands and Forests. When the present Government came to power, the only Forest Reserve in the Province was that of the Park National. Now we have nine other such Reserves, covering a superficial area of 162,591 square miles so that the total superficial area of our forests, reserved at the present time, is 168,386 square miles or 107,767,253 acres.

In the Montreal *Herald* of May 9th the Premier mentioned a matter of future policy. "One of our greatest assets is to be found in our rich forests of pulp-wood. The question of how best to protect it for the benefit of our own Province, and of our people, is an interesting and important one which affects the prerogative of the Federal as well as of the Provincial authorities. I have discussed this matter at some length, quite recently, with the Prime Minister of the Dominion, and it is more than likely that at a near date a Commission will be appointed to deal with the whole question, and to report all the information that can be collected on the subject." On the same day Mr. Gouin met his party leaders and workers of the Montreal District in conference. Hon. Horace Archambault was in the chair and declared the present elections especially important because of the necessity of shewing "that the Province of Quebec is solid for Sir Wilfrid Laurier." This point the Premier also emphasized. "I have always considered," he commenced by saying, "that there is but one Liberal Party which is the same at Quebec as it is at Ottawa." Both the

party caucus held at Quebec, and the opinion of their friends at Ottawa, had been in favour of the elections being held at once. Other speakers followed and an Executive Committee for the District was then constituted with Mr. Archambault and Mr. E. Goff Penny as joint Chairmen.

On the 19th Mr. Gouin opened his campaign at a great mass-meeting in the Monument National with Federal support indicated in speeches by Hon. L. P. Brodeur and Hon. R. Lemieux and with addresses from Messrs. L. A. Taschereau, Jules Allard, W. A. Weir, and C. R. Devlin of his own Cabinet. Mr. Horace Archambault presided and his speech was notable for declaring that no man who opposed the Liberal Government at Ottawa or at Quebec had any right to the title of Liberal. Mr. Brodeur reviewed and eulogized the general policy of the Quebec Administration and declared that the Ottawa and Quebec Governments must go forward hand in hand as they had the same aims and aspirations. Mr. Taschereau dealt especially with the record of his own Department of Public Works and Labour—the establishment of a Technical school, the work of the Accident Compensation Commission, the establishment of the fair-wage clause, the inspection of scaffoldings. Mr. Lemieux, in a speech of characteristic eloquence, described the intellect of the country as on the Liberal side. He eulogized the late Honoré Mercier as having dreamed of a great Province beyond the Laurentians to which the French-Canadians, then in the United States, would come and build up new Parishes; as having worked for an increased Federal subsidy which had since come through the labours of Mr. Gouin, "the heir of Mercier." He protested against the "campaign of hatred" which was being carried on by enemies of the Provincial Government and, in conclusion, appealed to the electors not to return to the dark days when Mercier—of whom he proudly proclaimed himself a disciple—was hurled through calumny from his place of power. "Rather let them maintain Mercier's political heir who would carry out the dead leader's ideas for the advancement of education, agriculture, and colonization, the aggrandisement of the Province and of his race." Mr. Premier Gouin reviewed his own policy at length and concluded with the following summary, analysis and programme:

We have practised economy; we shall continue to administer with economy.

We have re-established an equilibrium in the finances; we shall maintain it.

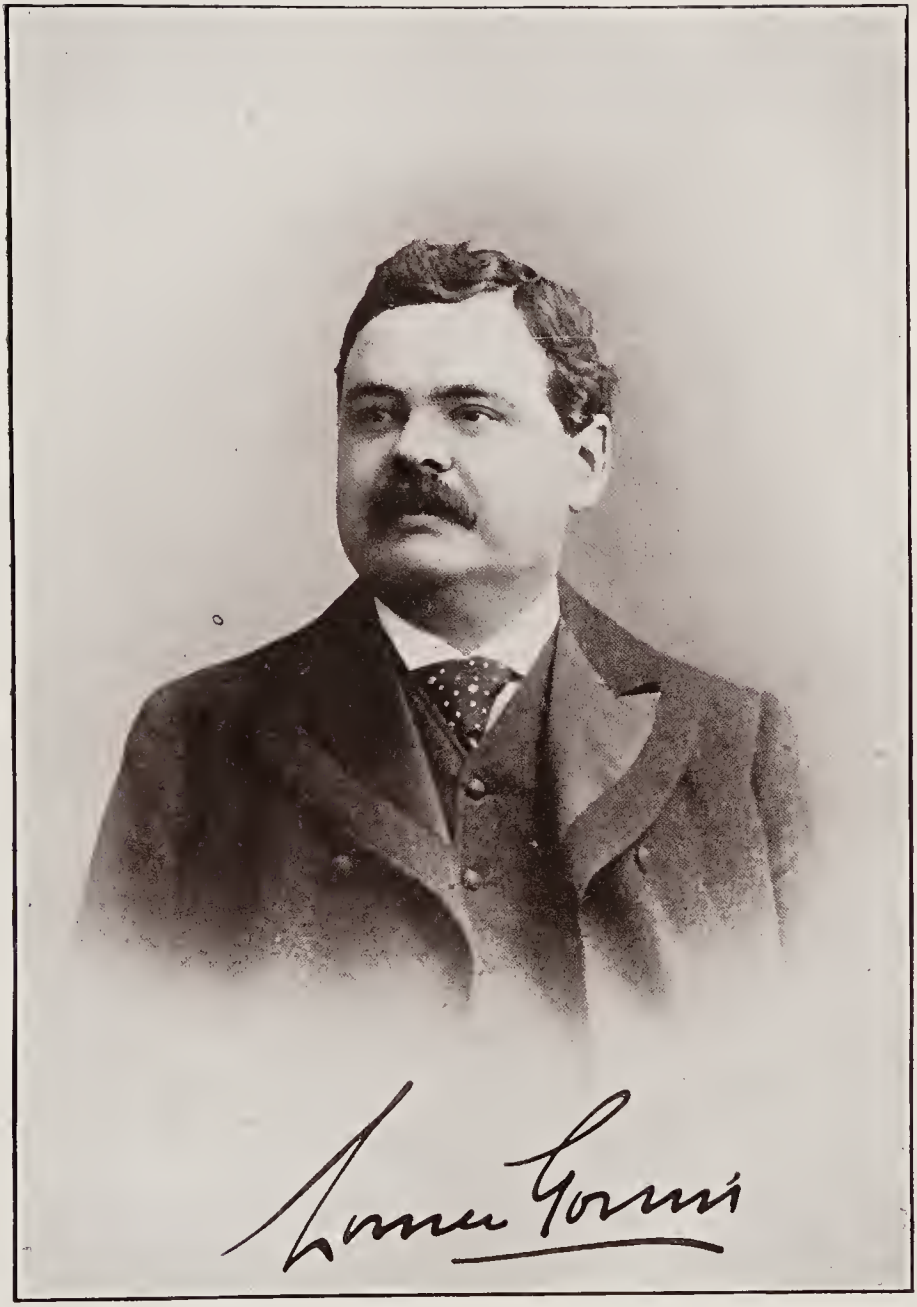
We have not borrowed; we shall not borrow.

We have reduced the public debt; we shall continue to reduce it.

We have already added to the territory of our Province; we shall work still more to enlarge it by the annexation of Ungava.

Our lands await only the labour of the pioneer; we propose to encourage a healthy and vigorous immigration.

We voted at the last Session an additional $45,000 to the sum available for colonization roads; we shall still further add to it.



THE HON. SIR LOMER GOUIN, K.C., M.L.A.

Prime Minister of Quebec. Knighted in honour of the Quebec Tercentenary, 1908.

Agriculture is the principal industry of this Province; we shall continue to devote special attention to each of its branches and particularly to tobacco culture.

We have undertaken the revision of the Civil Code; it will be our aim to make it easy of interpretation and to conform its provision to present needs.

We increased to $50,000 at the last Session the grant for the improvement of country roads; we shall increase the grant as fast as the municipalities ask for the aid.

We have increased the salaries of school inspectors; we shall increase them again.

We have adopted measures designed to raise the pay of the teachers; we shall continue this policy with added vigour, and will contribute more generously to the pension funds.

We have established Normal Schools; we shall establish others.

We have voted money in aid of commercial academies outside the cities; we shall vote more.

We have started a school of high commercial studies, and two technical schools; we look forward to starting other schools of like usefulness.

We have raised to $725,000 the vote for public instruction; it is our intention to bring it to over a million within two years.

We will strive for the improvement of primary instruction, of the little school, the school of the people.

We will strive for the development in this Province of all orders of professional instruction—agricultural, commercial, industrial and technical.

We are planting pines in the waste sand-lands passed over as worthless for farming.

When we receive the Report of the Commission on accidents at employment we shall prepare legislation designed to protect the rights of both employers and employed.

We shall endeavour to adjust, on a more uniform basis, the tax on commercial corporations.

We shall re-apportion the electoral divisions in certain Counties.

This speech was almost a model in its clear, concise, and careful description of policy; without a super-abundance of words or of complicated meanings; with no abuse of opponents and with very few partisan flourishes. At a meeting in Quebec, on the 21st, the Premier again reviewed the Government's policy and record. In the Pulp-wood matter he stated that in the preceding year the exports from the Province to the United States were 850,000 cords of which only 108,000 cords were cut on the Crown lands. What good would the prohibition of this one-eighth do in compelling manufacture in the Province. It would only deprive many poor settlers of their best means of sustenance. He was pressing for a Federal Commission of Inquiry into the whole subject. Hon. Jacques Bureau, Dominion Solicitor-General, declared that "there is but one Liberal party, standing on the same base in Federal and Provincial politics. There is not a Federal Liberal but will cast his vote for Gouin and his adherents." The Hon. Adélard Turgeon described Mr. Bourassa as already dreaming of himself as Prime Minister while other speakers referred to what they termed the alliance between him and Mr. LeBlanc, the Conservative Leader. Following these meetings Mr. Gouin spoke at Valleyfield on May 5th, at an open-

air meeting in Hochelaga on June 3rd, at Farnham on June 4th, and at other places in the Province.

The spectacular incident of the campaign was the contest in the St. James Division of Montreal between the Premier and Mr. Henri Bourassa—the former being also nominated in Portneuf. Mr. Gouin had represented St. James' since 1897 when he was elected by 769 majority, re-elected three times by acclamation since then, and returned in 1905 by 2,916 majority; so that it looked like a forlorn hope for the Nationalist leader. Great interest in the contest was shewn locally although the Premier did not seem to anticipate defeat. At a meeting on June 5th he expressed his desire to meet Mr. Bourassa in personal debate, reviewed his own association with the constituency, described his opponent as employing the tactics of a demagogue. As for himself he was not the son or the grandson of a Seigneur but a son of the people and he was proud of it. He was not very much older than Mr. Bourassa but he had worked longer and harder. The Hon. Mr. Lemieux described the Nationalists as turncoats and "Liberals following after strange gods." Mr. Bourassa, in assailing Sir Wilfrid Laurier had been copying the example of his grandfather, L. J. Papineau, who attacked his benefactor Lafontaine and charged him with being a traitor to his country and his race. On June 4th the Premier issued an Address to the electors of St. James Division which reviewed his Government's policy and asked Conservatives as well as Liberals "to give their confidence to those who, by their actions, have proved that they are capable of other things than criticism and insult. I appeal to you to second the efforts of those who, despite a thousand obstacles and difficulties, are devoting the best part of their lives to bringing about real progress. I appeal to you to support the chief of the Liberal party, which includes in its past history so many men of valour and true patriotism and which, so long as I am at its head, will not cease to labour to make the Province of Quebec the most respected and the most prosperous of all the Provinces of Canada."

At one of his meetings Mr. Gouin stated that the Government would, if returned to power, provide for a Quebec Agricultural College similar to the one which had done such service in Ontario. Speaking at Ste. Scholastique on May 15 Hon. C. R. Devlin dealt with the attacks on the administration of Mines. "The Conservatives passed the first Mining law which is virtually that existing to-day. Under Hon. Honoré Mercier, in 1890, a royalty was imposed but the Conservatives removed it on their return to power. Limits were also placed by the Mercier Administration on the extent of prospecting licenses and mining permits but these also were abrogated. The present Government has once more limited the extent of prospecting permits and they are now issued at a rental of $1 a year and a fee of $10. The extent is limited to 200 acres. The classification of mines has been improved by the

Liberals and now includes as precious metals several substances formerly classed as inferior metals." The Hon. W. A. Weir took an active part in the contest. He was at Westmount on May 15 and attacked the Conservative financial record of 1891-7. "In 1897 they had not even money enough to pay their way, and had they continued in office, would have had to borrow money to do so. They had a deficit amounting to $1,300,000, an excess to this extent, of total payments over total receipts. They had said they would not borrow money yet they went to Banks over thirty times for this purpose. They contracted five long-period loans of thirty, forty and fifty year periods. In consequence of these proceedings the funded Debt of the Province had been very considerably increased." Incidents of the campaign included the effort of *La Patrie* (Lib.) to get all candidates to sign a pledge of abstinence from corrupt practices during the Elections; the retirement of Mayor Payette of Montreal from the Liberal candidacy in Hochelaga at the Premier's request and the latter's promise that in the coming Redistribution that constituency would be made into two; the retirement of Mr. George W. Stephens from the Legislature after a few years' service in order to devote himself to his duties as Chairman of the Montreal Harbour Commission; the election by acclamation on June 1st of W. H. Walker in Huntingdon, Dr. Coté in St. Sauveur, Dr. Pelletier in Sherbrooke, P. S. G. Mackenzie in Richmond—all Liberals.

The result of the Elections on the 8th was a decisive victory for the Gouin Government and shewed the return of 54 Liberals, 2 Independent-Liberals, 13 Conservatives, and 2 Nationalists, with elections still to be held in three constituencies. The Premier himself was defeated by Mr. Bourassa in the constituency of St. James, Montreal, and this was a distinct Opposition success; the latter (including the Nationalists) gained nine seats while losing Laval, which had been previously represented by Mr. P. E. LeBlanc, Leader of the little Conservative band in the late Legislature. Of the Premier's much-discussed and personal defeat in Montreal the *Herald* of the next day said: "Such a defeat was not a proper return to be made by one of the most important of the Montreal divisions for the work he has done for Montreal. It is as true to-day as it was the day before yesterday that to Mr. Gouin is due the credit if Montreal has been rescued from the hands of her oppressors, the franchise grabbers and charter mongers. It was the personality of the Nationalist leader, backed by the memory of his dramatic appearances during ten years, that commended him. Doubtless he received three-fourths at least of the regular Conservative vote that came out, but what undoubtedly decided the election in his favour was the sentiment involved in the declaration, heard on the lips of thousands during the election, 'We are for Laurier and we are for Bourassa.'" The following were the candidates elected:

Constituency.	Name.	Politics.
Argenteuil	Hon. W. A. Weir	Lib.
Arthabaska	P. Tourigny	"
Bagot	Dr. F. H. Daignault	"
Beauce	J. A. Godbout	"
Beauharnois	A. Plante	Cons.
Bellechasse	Hon. A. Turgeon	Lib.
Berthier	Joseph Lafontaine	"
Bonaventure	J. H. Kelly	"
Brome	W. F. Vilas	"
Chambly	Maurice Perrault	"
Champlain	P. C. Neault	"
Charlevoix	P. d'Auteuil	Cons.
Chateauguay	H. Desrosiers	"
Compton	A. W. Giard	"
Dorchester	A. Morisett	Lib.
Drummond	J. Laferté	"
Hochelaga	J. L. Décarie	"
Huntingdon	W. H. Walker	"
Iberville	J. A. Benoit	"
Jacques Cartier	P. Cousineau	Cons.
Joliette	J. M. Tellier	"
Kamouraska	Hon. L. R. Roy	Lib.
Lake St. John	J. B. Carbonneau	"
Laprairie	E. L. Patenaude	Cons.
Laval	J. W. Lévesque	Lib.
L'Assomption	Walter Reed	Ind.
Levis	J. C. Blouin	Lib.
L'Islet	J. E. Caron	"
Lotbiniere	J. N. Francoeur	"
Maskinonge	G. Lafontaine	Cons.
Matane	D. Caron	Lib.
Missisquoi	J. J. B. Gosselin	"
Montcalm	Joseph Sylvestre	Cons.
Montmagny	Armand Lavergne	Nat.
Montmorency	Hon. L. A. Taschereau	Lib.
Megantic	D. H. Pennington	Cons.
Montreal, St. Mary's	Dr. G. A. Lacombe	Lib.
Montreal, St. James	H. Bourassa	Nat.
Montreal, St. Louis	G. Langlois	Lib.
Montreal, St. Lawrence	Dr. J. T. Finnie	"
Montreal, St. Antoine	C. Ernest Gault	Cons.
Montreal, St. Anne's	Denis Tansey	"
Napierville	C. Dorris	Lib.
Nicolet	Hon. C. R. Devlin	"
Ottawa	F. A. Gendron	Lib.
Pontiac	Dr. T. C. Gaboury	"
Portneuf	Hon. Lomer Gouin	"
Quebec, Centre	Hon. A. Robitaille	"
Quebec, East	L. A. Létourneau	Ind.
Quebec, West	Hon. J. C. Kaine	Lib.
Quebec (County)	C. F. Delage	"
Richelieu	L. P. P. Cardin	"
Richmond	P. S. G. Mackenzie	"
Rimouski	P. E. D'Anjou	"
Rouville	A. Girard	"
St. Hyacinthe	J. Morin	"
St. John's	G. Marchand	"
St. Maurice	G. I. Delisle	"
St. Sauveur	Dr. C. E. Coté	"
Shefford	L. P. Bernard	Cons.
Sherbrooke	Dr. P. Pelletier	Lib.
Soulanges	J. O. Mousseau	"
Stanstead	P. A. Bissonett	"

Constituency.	Name.	Politics.
Temiscouata	Napoléon Dion	Lib.
Terrebonne	F. J. B. Prévost	"
Three Rivers	J. A. Tessier	"
Two Mountains	Arthur Sauvé	Cons.
Vaudreuil	H. Pilon	Lib.
Vercheres	A. Geoffrion	"
Wolfe	N. P. Tanguay	"
Yamaska	E. Ouellette	"

In the deferred elections, or ensuing bye-elections, Dr. L. J. Lemieux was chosen for Gaspé by acclamation—his opponent retiring when he saw how the Province had gone in general results; in Chicoutimi Honoré Petit (Lib.) was elected, and in the Magdalen Islands L. A. Thériault (Lib.); J. Edmond Robert (Lib.) defeated his Nationalist opponent in Rouville; in Laval J. W. Lévesque, who had defeated Mr. LeBlanc, the Conservative leader, was unseated for certain irregularities and in the ensuing contest won again by 134 votes; in St. Anne's Division, Montreal, M. J. Walsh (Lib.) defeated Ald. Thomas O'Connell; in Chateauguay H. Desrosiers (Cons.) was unseated after the general elections and defeated by Honoré Mercier who again tried his luck; in Quebec Centre, where two Liberals were candidates, Eugéne Leclerc defeated Ald. H. E. Lavigueur. These last four contests took place on Dec. 28 and, in expressing pleasure at Mr. Walsh's success, Hon. W. A. Weir, Provincial Treasurer, attacked Mr. Bourassa quite frankly. "We now have among us a man of great eloquence, a man of ability as a speaker; but a man who seeks his personal ambition purely and simply, a man who goes about sowing the seeds of discord and racial dissension. The result in St. Anne's to-day and the result in Chateauguay, is a warning to Mr. Bourassa that the people are not in accord with him."

Provincial Elections—The Conservative Opposition and Mr. Bourassa

Meantime, what of the Conservative Opposition and the Nationalists under Mr. Bourassa? They had put up a vigorous fight. Mr. P. E. LeBlanc, the Conservative leader, was a man of rather striking personality and appearance, a member of the House continuously for 26 years, and Speaker for some time in the days of Conservative rule. His little following of seven during the past four years had not been silent or indifferent and he himself had done much to re-organize the party throughout the Province. Candidates, however, were hard to obtain in such an up-hill fight and, eventually, the fact of only four acclamations being allowed to the dominant party indicated that some pretty hard work had been done. Speaking at a Conservative demonstration in Montreal, on Apl. 30, Mr. LeBlanc declared that public opinion was changing rapidly in the Province and that the Conservative party was not wasting its energies; claimed that the Legislature had been very hastily prorogued and then dissolved because the Government was afraid of the Opposi-

tion demand for further investigation of the Abittibi charges against Mr. Turgeon; criticized the Royal Commission in that affair as composed of Liberal Judges and as being nothing but a farce; compared the Private Bills Committee of the House to an auction room where preparations were made for a scandalous rail-roading of measures through the Legislature.

Addressing the Lafontaine Club in Montreal, on May 9th, Mr. LeBlanc stated that the Government Colonization policy favoured speculators rather than settlers and claimed that the new Technical School in Montreal should have been placed in charge of one of the great Universities and a Canadian appointed as its Principal. Speaking in Valleyfield, on May 11, he described the present Administration as born out of treason to that of Mr. S. N. Parent; claimed that in the Asselin trial of 1907 the correspondence bore out the charges of Baron L'Epine and that no electoral victory could clear Mr. Turgeon of this fact; and again denounced the Royal Commission in that affair as composed of friends of the Government assisted by Liberal lawyers. J. G. H. Bergeron, M.P., also spoke and the Beauharnois candidate, Arthur Plante, urged "the appointment of a Commission, like the Hydro-Electric Commission in Ontario, to determine the power of the various water-courses in the Province, so that light, heat and power might be distributed throughout the whole Province to turn the wheels of innumerable factories where Canadians could secure employment and where Canadian manufacturers might obtain power at moderate rates—thus increasing the industry of the country; a strict interpretation of the law with regard to pulp-wood so that the forests might be saved, with the imposition also of such regulations as would force the manufacture of pulp-wood into paper in this country."

A Conservative mass-meeting was held at the Monument National, Montreal, on May 18, with Mr. T. Chase-Casgrain, K.C., in the chair. The Chairman denounced the dissolution as unnecessary at this juncture and unconstitutional; if this went on it might be as well to adopt the American system of fixed dates. The real reason for it was the coming disintegration of the Liberal party as indicated in the campaign of Mr. Bourassa—"that distinguished and disinterested gentleman," in the retirement of Mr. Prevost from the Cabinet, in the desertion of Nicolet by Mr. C. R. Devlin, in the spectacle of two Ministers each running in two constituencies. Mr. LeBlanc followed and reviewed his proposed policy at length. Summarized, his programme was as follows: Respect for the constitution in the matter of fixing the date of a general election; improved methods of colonization and division of settlers' lands from lumber areas; aid to sound immigration and free land for the settlers; improvement of mining laws; aid to primary education and provision for better payment of teachers; abolition of toll-gates and toll-bridges; improvement of agriculture

THE HON. P. E. LEBLANC, K.C.

Leader of the Conservative Opposition in the Quebec Elections.

by establishing a Central Agricultural College and subsidiary academies; protection of pulp-wood so as to secure its manufacture in Canada; better administration of the License law; reduction of taxes on commercial corporations, insurance companies and fraternal societies.

Only second to Mr. LeBlanc's work in the campaign were the efforts of Hon. L. P. Pelletier, K.C., a member of the De Boucherville, Taillon and Flynn Ministries. At St. Henedine, on May 11, he also made a "programme speech" urging a just law to separate lumber and the settler in their spheres of operation; the "annihilation of the illicit dealer" in liquor; the encouragement of pulp-wood manufacture—though without specifying the method; the placing of Technical schools in close touch with the Universities; the improvement of the Legislative Council by giving various public bodies a right of suggesting members to the Government; reforms in the Department of Public Instruction; help to industry and commerce instead of "exorbitant taxation"; reduction in the legal costs of appeals and in the facility of taking civil cases before juries. Finally, he urged that "the affairs of the Province should be administered on the same principles as those of private individuals; honesty in politics is as much necessary as it is in the ordinary business of commercial or civil life; public employees should be well paid, but they should discharge their duties faithfully; the public domain should be a sacred thing in the hands of those who administer it; to defraud the Province is as criminal and no less forbidden than to defraud our neighbour." This speech was thoroughly constructive in character and detailed in the proposed reforms of Departments and systems—political, judicial, educational, and general. In the final result the defeat of Messrs. LeBlanc and Pelletier was a serious blow to the Conservative party though it was more than offset as to numbers by the gain of several seats. In Terrebonne another old-time Conservative leader was also beaten—the Hon. G. A. Nantel. Mr. LeBlanc was not discouraged by his defeat. In an interview he declared that two Governments, with all the power and patronage involved, had tried to crush out the little Opposition. They had concentrated their efforts in Dorchester, Laval and St. James, and had succeeded in two of those constituencies in obtaining a temporary advantage. "On the whole, however, the Opposition has made an excellent shewing." In the end a new election took place in Laval and, as already stated, the Opposition Leader was again defeated and by a substantial majority.

What of Mr. Bourassa in this contest? He had certainly cheered up the Conservative Opposition, he had made the Government and especially the Premier put up a vigorous fight, he had provided a most dramatic occurrence in what might be called personal politics. No Province but Quebec could produce a Henri

Bourassa; no people but the French could thoroughly understand him or his influence; no other political division of this continent could afford the picturesque background painted into his canvas of life and character. Only 40 years of age and yet for twelve years a member of the House of Commons; a bitter opponent of Canada's participation in the South African war and a keen critic of the Chamberlain policy; an enemy to every form of Imperialism yet an expressed believer in British institutions, in British connection as then existing, in monarchy as a principle, in aristocracy as a practice; a Liberal in political training and an admirer of Sir Wilfrid Laurier's personality and leadership; a Radical in all matters of theory yet a *grande seigneur* in the statements of his opponents; an orator in voice and delivery, a keen, quick, sarcastic and clever speaker; he presented a most interesting picture of personality and possibility. For some years past, however, he had been drifting away from his Liberal moorings at Ottawa. Hence, perhaps, his unsuccessful plunge into Provincial politics in 1907 and his 1908 determination to contest the St. James Division of Montreal with the Prime Minister and to take a place in the new Legislature if possible.

To the public it seemed a very plucky thing for Mr. Bourassa to go up against the Premier in a metropolitan constituency which was supposed to be strongly Liberal and where Sir Wilfrid Laurier's specific statement that he was, personally, a supporter of the Provincial Premier might be expected to have a pronounced effect. This election held the centre of the political stage. Mr. Bourassa could obtain no halls large enough to hold the crowds that desired to hear him; out-of-door meetings ran into masses of 10,000 and more; spontaneous processions followed his carriage through the streets. Yet there was nothing particularly striking in his policy of an honest administration of Departments and the better protection of forests and Crown lands. He did, however, stand for Quebec and Quebec alone; he was throwing off all Dominion entanglements and becoming purely Provincial in politics as he had long been French in principles. These things in a man of impressive personality the masses could understand and these things they liked. On June 3rd he issued a Manifesto to the Montreal electorate which may be summarized as follows:

1. Separation of Federal politics from the Provincial administration of affairs.
2. Maintenance of the autonomy of the Provinces and protection of the rights of minorities.
3. A thorough reform in the administration of the Provincial domain —forests, lands and water-powers.
4. An end to subsidies to Railway companies and other enterprises of a private nature—unless the Province is represented on the Board of Directors in proportion to the contribution made.
5. A vigorous impulse to colonization.
6. "The adoption of all means within our power to put a stop to that extravagant policy of immigration which threatens the preservation of our national unity and the integrity of our British institutions."

7. Maintenance of the fundamental spirit of the system of public instruction—that is to say Christian and national teaching, respect for the rights of parents, and the most complete liberty for non-Catholic minorities.

8. Vigorous and intelligent encouragement for a system of industrial teaching.

9. Restriction of Judicial appeals and simplification of legal procedure.

10. Establishment of a syndical Board of Labour and the adoption of laws dealing fairly with the relations between employer and employed.

11. Restoration of the dignity of the Legislative Assembly, a stop to the shameless trading in public bills, in municipal charters, and in private bills.

12. General elections at fixed dates—except in the case of the resignation of a Ministry.

Speaking on May 25 to a large audience of his future constituents, mostly young men, Mr. Bourassa denied connection with the Conservative party. He reiterated his political independence, his indifference to party, his declaration that he had advised the Conservatives that if they got into power he would not accept a seat in the Cabinet; and so proved that he was not a seeker after power but disinterested and patriotic in his intentions. On June 4th, at another meeting, he met the charge of Hon. R. Lemieux that he was "jealous and ambitious" by a return thrust of a personal nature. "Mr. Lemieux knew well that if he (Mr. Bourassa) had wanted to accept a portfolio in the Federal Government he would have been in Sir Wilfrid Laurier's Cabinet long before Mr. Lemieux got there. More than that, when the majority of the members of the Liberal party from this Province of Quebec organized a movement of protest against the taking of Mr. Lemieux into the Cabinet the 'jealous and ambitious' Bourassa of to-day was the man who stood up and fought for Mr. Lemieux and prevented the success of the movement." As to Government policy and water-power resources Mr. Bourassa dealt with the case of La Tuque water-powers where, he said, the land around and the timber limits nearby "had been sold piecemeal for less than $250,000, whereas with the passing of the Transcontinental Railway, they would be worth $10,000,000." Various other meetings followed. Mr. Bourassa spoke frequently, assisted by N. K. Laflamme, K.C., Olivar Asselin, and other supporters, public feeling became quite tense, and one or two clashes occurred between the rival factions. Meanwhile, this Nationalist leader of an unformed party, woke up other parts of the Province. He was at Ste. Marthe on May 13th and at St. Leo on the 17th, where he encountered Mr. Adélard Turgeon in debate and had his colonization schemes described as "the dreams of a man in slippers"; at St. Hyacinthe on the 23rd where he announced his acceptance of a nomination in that County against the sitting Liberal member, Joseph Morin, and called various opponents "renegades and cowards." Here he was opposed by Mr. L. J. Gauthier, K.C., who, in the course of his speech, turned to Messrs. Bourassa and Lavergne and said:

If Sir Wilfrid Laurier is still at the head of affairs it is not your fault. When, during the South African War, the English majority of this country, for the purpose of embarrassing the Premier because he was a French-Canadian, clamoured for the sending of a contingent, who stood by him? You may be incorruptible purists but when we needed you to protect Sir Wilfrid Laurier against the hatred of the sectaries, where were you? You claimed your vaunted liberty of speech and action to sow race prejudice and embarrass the Premier. When we consented, and God knows with what heart-burnings, to the sending of a contingent you started a campaign to hurt his prestige. We no more liked the position than you did, but we made a rampart of our feelings and our persons to protect him while you tried to reach him with your poisoned darts. But we stood firm and he is now, as he was and as he will be, the idol of the French-Canadian people, and will so continue, despite your noisy but ineffectual efforts to dislodge him.

When election day was over it appeared that Mr. Bourassa had won his battle in Montreal by a substantial majority, that he was elected in St. Hyacinthe on a recount, while his close ally, Armand Lavergne, had carried Montmagny. To the press on June 10 he said of the result: "I want it to be understood that I do not go to Quebec to be chief of an Opposition even if the offer were made to me. I am no more anxious to be chief of the Opposition than I would have been to accept a portfolio from the Conservatives if they had been returned to power." During August, following, Mr. Bourassa paid a visit to Europe—said by some of the papers to include Belgium and a search for further evidence against Messrs. Prevost and Turgeon; on Sept. 6 he spoke at Montmagny and denied the right of Sir Wilfrid Laurier "to impose his will upon the people in Provincial matters"; on Oct. 2nd he spoke again in Montreal to some 10,000 people, including the students of Laval. Here Mr. Bourassa stated that he would take no part in the Federal campaign, announced that Clubs composed of men of all parties, supported by their own means, would be established throughout the Province for the education of the young men and then paid a warm tribute to the honesty and enlightenment of British public opinion. In the bye-elections Mr. Bourassa strongly supported the Nationalist candidate in Rouville (George Ares) against Hon. Mr. Devlin and spoke for him at St. Cesaire on Oct. 10; at St. Hyacinthe on the 19th he supported the Independent candidate for the Commons, Dr. Cartier; at Ormstown he spoke on Dec. 26th in favour of H. Desrosiers, the Conservative candidate for the Legislature. On this last occasion he claimed that at the recent Dominion election Sir Wilfrid Laurier had offered to allow himself, A. Lavergne and N. K. Laflamme, to be elected to the Commons by acclamation. In Montreal, on Dec. 26, the Hon. W. A. Weir denounced the Bourassa campaign as one of race and creed prejudice and described its chief protagonist as "the real leader of the Conservative party in this Province."

Provincial Finances, Education and General Development

Speaking in the Legislature on Mch. 5th Mr. P. S. G. Mackenzie described the Liberal surpluses of revenue over expenditure during the previous nine years as follows: 1898-99, $33,615; 1899-1900, $23,192; 1900-01, $183,533; 1901-2, $27,259; 1902-3, $43,728; 1903-4, $103,105; 1904-5, $37,066; 1905-6, $180,752; 1906-7, $500,000. This total of $1,132,253 was added to a few days later by over $1,000,000 when the Hon. W. A. Weir, Provincial Treasurer, on Mch. 19, delivered his first Budget speech. He commenced by describing the ordinary receipts of 1906-7 as $5,270,594 or $1,395,628 more than in 1896-7, the last year of Conservative rule, while expenditures were actually $97,438 less. "The people of the Province of Quebec deserve to be congratulated upon the self-restraint exercised while our financial position was being reformed. Our expenditures, even upon necessities, have been kept at a very low point and many useful ways of expending money were rigorously set aside. It is evident, however, to anyone who considers the vast area of this Province, the increase of its population and the extension of settlement within its borders, that our annual expenses must necessarily increase. The surveying and exploration of Crown lands, the construction of colonization roads, the improvement of highways in the older municipalities, the necessity of larger grants to all branches of educational institutions, the growing cost of the administration of justice, the larger sums required by our asylums and charities and other causes, would inevitably create a growing annual Provincial budget."

Mr. Weir claimed in this connection that the expenditures of the Province of Ontario were $3,000,000 more than those of Quebec although the counties and municipalities there supported many of the burdens which in Quebec were borne by the Province. "The Prime Minister thoroughly realized our financial conditions when he determined to bring to a satisfactory conclusion the claims of this and the other Provinces of the Dominion for the establishment of a more equitable basis for the payment of the Federal subsidy. The Province and the country were indebted to his courage and wisdom for the settlement of this question." This re-arrangement had added $599,865 per annum to the Provincial revenues. The Treasurer then referred to the Department of Lands and Forests which now contributed $1,000,000 to the revenue and would, if properly administered, soon reach the two million mark; but careful administration and wise laws and an awakened public opinion as to Forest preservation were essential to this end. As to Education he stated that in 1896-7 the Government grants had been $410,060, in 1906-7 they were $538,950, in 1907-8 they would be $28,000 more, and in 1908-9 $76,000 additional—a total increase of $233,000. Including municipal grants, and fees from subsidized educational institutions, the total

contributions in 1896-7 had been $2,659,451; in 1906-7 they were $4,050,741. As to the fiscal year ending June 30, 1907, Mr. Weir stated that ordinary receipts were $5,270,504 and the ordinary expenditure $4,691,250—leaving a surplus of $579,344. The total receipts from all sources were $5,326,007, the total payments $4,823,824, the total surplus $502,183. For the current fiscal year he estimated the receipts at $5,370,484 and the total expenditure of all kinds at $4,974,037, or a surplus of $396,446 which would probably reach the million mark when all the revenues came in. The actual ordinary receipts for 1907-8 were $6,016,615 as afterwards announced, and the total ordinary expenditure $4,939,916, or a surplus of $1,076,699. The liabilities of the Province on June 30, 1907, were $25,491,658 in excess of the assets or a reduction of $410,644 in the fiscal year as compared with a reduction of $627,187 in 1906. The net Debt on June 30, 1908, was $25,327,127.

Mr. P. E. LeBlanc, in criticizing the Budget, claimed that expenditures had been increased by $500,000 in nine years, that new taxation was being imposed in all directions, that the Premier had misrepresented financial conditions in certain electoral speeches, that Mr. A. W. Atwater, the last Conservative Treasurer, had left in 1896 a surplus of $286,688. The debate was resumed on Mar. 24th. Mr. LeBlanc did not press some of these statements and Mr. Weir answered others in detail. Mr. Jean Prevost took the line that the Government had no right to such a surplus and indicated the services which he thought needed encouragement.

The material development of Quebec has always been of slow and steady character rather than spectacular or conspicuous. Certain parts of the Province had now, however, for some years been growing with unusual rapidity—the Lake St. John country owing to the discovery of large mineral resources in the Chibougamou region, the creation of additional railway facilities and the development of water-powers; and the more northern regions owing to the promised coming of the National Transcontinental Railway. In this general connection the Hon. W. A. Weir, speaking at Westmount on May 15th, expressed regret that the capitalists of Montreal had almost completely ignored the great possibilities of their own Province with its area equal to that of France and Prussia and vast resources only awaiting the magic touch of development. They had all been passed by and the money of Montreal thrown into other parts of the Dominion. According to the last Census of Quebec only 3 per cent. of its area was under crop. "It was a fallacy to think that the climate rendered unprofitable for farming the northern parts of the Province for reports from farmers even about distant Lake Abittibi spoke favourably of the productive capacity of the land there. Then, too, there was mineral wealth, as yet scarcely touched, which ran through the great northern Huronian belt, and the water-powers, fisheries

and forests awaiting the entrance of capital." Up to the present there had not been large railway development but when the Transcontinental line cut across the Province, he believed that numerous branch lines would follow, tapping productive points throughout thousands of miles of neglected territory. Referring to the James Bay, or far Northern region of the Province, Mr. J. G. Scott, General Manager of the Quebec and Lake St. John Railway, was explicit in a speech delivered at this time:

> There is in that territory a vast area comprising seventy thousand square miles, or forty-five million acres of land, absolutely untouched, belonging to the Province of Quebec. This great region abounds in spruce forests, in water-powers, in available lands, in lignite coal and in minerals, and it has a climate quite as good as the Lake St. John district and very similar to that of Manitoba. A Railway from Roberval to James Bay would pass exactly through the centre of this great territory, and would touch at half-way the valuable mining district of Chibougamou, where there are great deposits of asbestos, copper, gold and iron. If the Province of Quebec wants to hold her own in the Confederation, the only way is to develop and populate this James Bay territory, and utilize these forests, water-powers, minerals and farming lands.

In minerals the great industry of Quebec is Asbestos. During the calendar year 1907, for which a Report was published in May, 1908, the production was 61,833 tons valued at $2,441,919, the men employed were 2,141, and the wages paid $931,061. The Mica industry flourished during the year with a value of $213,508, employees numbering 288, and wages of $108,600. The Copper industry shewed a productive value of $160,455; cement a total value of $640,000, granite $560,236, bricks $525,000, tiles and pottery $270,000, limestone $223.580. Other products upon a smaller scale were iron-ore, chrome iron-ore, gold, phosphate, graphite, and asbetic with a general total of $5,367,198—excluding natural gas and manufactures of pig-iron and ferro-chrome which would run the total up another million. Similar figures in the comparison for 1908 totalled $5,493,664. Early in this latter year a discovery of gold in the Township of Marsboro, near Lake Megantic, and on the Intercolonial Railway, was made and attracted considerable attention. The trade of the Province in the fiscal year ending June 30, 1906, was $121,273,739 of imports in which $98,392,212 was for consumption, with duties totalling $15,474,068, and exports of $99,872,231; in the year ending Mch. 31, 1908, the imports were $127,291,492, those entered for consumption $118,569,638, the duties $19,425,674, and the exports $134,413,105. The Government aid given to Agriculture—farmers' clubs, agricultural societies and schools, dairy schools, butter and cheese syndicates and the dairy industry—totalled in 1908 $261,300. As to the crops of the Province seeding operations in the spring of 1908 were retarded by rain and cold; in June there was a prolonged drought. The acreage sown was a little larger than in 1907—the estimate being a total of 4,868,838

as compared with 4,711,137 acres in 1907. The Live-stock of the Province included, in 1908, 361,711 horses, 884,896 milch cows, 668,693 other cattle, 600,992 sheep, 751,336 swine—an increase in horses, cows and swine over the 1907 figures. The statistics of grain production were as follows:

Crop in 1908.	Area under Crop (Acres).	Total Yield, Bushels.	Yield per Acre (Bushels).	Total Value.
Spring Wheat	105,500	1,424,000	13·50	$1,633,000
Oats	1,542,500	35,478,000	23·00	19,229,000
Barley	109,600	2,170,000	19·80	1,012,000
Rye	20,200	325,000	16·10	283,000
Peas	51,900	675,000	13·00	767,000
Beans	12,000	257,000	21·40	441,000
Buckwheat	91,400	2,111,000	23·10	1,435,000
Mixed grains	133,200	3,250,000	24·40	2,269,000
Corn for husking	33,600	1,126,000	33·50	963,000
Potatoes	139,000	16,680,000	120·00	9,341,000
Turnips, etc.	35,500	10,508,000	296·00	3,310,000
		tons.	tons.	
Hay and Clover	2,893,800	3,473,000	1·20	38,198,000
Fodder corn	44,100	441,000	10·00	2,015,000

Of Educational institutions in the Province McGill University attracted the most attention during the year. The annual Report for 1907-8 signed by Lord Strathcona, as Chancellor, and Dr. Peterson, as Principal, deplored the recent loss of good men such as Rutherford, Bovey, Tory, Flux, and Taylor, from the staff; declared the chief reason to be the small salaries—only $2,500 to $3,000 as compared with an average of about $4,000 in Toronto University; described the year as a most depressing one owing to the fire of 1907, the financial troubles of the ensuing period, and the practical failure of the proposed University Relief Fund; dealt with the new buildings under construction at a cost of $400,000 of which the Board of Governors had $336,000 in hand; stated that the Faculty of Education was now in a good position and pretty much in line with the professional Faculties of Law, Medicine, Applied Science and Agriculture; mentioned the successful steps taken to obtain reciprocal recognition in degrees of Medicine from the General Medical Council of Great Britain; described the development of relations with the Macdonald Agricultural College at St. Anne since its inclusion as an incorporated college of McGill University; referred to the growing success of McGill University College at Vancouver and the recognition of its teaching into the 3rd year of the Arts Course; described the pressing needs of the immediate future as a meeting of the deficits in rebuilding which totalled $475,000, a sum of $100,000 for the construction of a Museum, $300,000 for the completion of the Medical Building, an additional endowment of $1,000,000 for increasing salaries, endowing chairs, strengthening the Medical School, etc.

No one who is at all familiar with the conception of the University as a growing organism will feel any surprise at the enumeration of these necessities. McGill is an important factor in the life and growth of Montreal and if it is to maintain itself in the front rank of similar institutions the means must be found to enable it to keep abreast of modern progress in all departments. Its range of activity is a wide one and is not likely to diminish with the advance of knowledge. It has an able and devoted staff, and the composition of the Board of Governors furnishes an adequate guarantee for the efficiency of its administration. All that the friends and supporters of McGill have to do is to provide it, to the fullest possible extent, with the sinews of war. We do not forget that the community has many claims upon it, but it may be said that the expenditure on Universities is one of the best conceivable investments for capital, yielding return to-morrow, if not to-day, even a hundred-fold, in public service and national efficiency. Whether our University is to go forward to still greater work in the future or is to rest content with past achievement depends entirely on the amount of the support it may now receive from its friends and supporters in Montreal and elsewhere.

The enrollment of students for the 1908 Session was 1,710 of whom 593 were in the Faculty of Arts, 36 in Law, 348 in Medicine, 508 in Applied Science, 215 in the Macdonald College. During the fiscal year 240 degrees were conferred of which the B.Sc. degree included 89, the B.A. degree 52, the M.D. degree 68. In the June, 1908, matriculation examinations there were 254 successful candidates. As to the affiliated Colleges that at Vancouver had 9 Professors and Lecturers with 78 students in Arts and Applied Science and Victoria College, Victoria, B.C., had 6 Professors and Lecturers with 13 students. The Montreal Presbyterian College had students in 1907-8 totalling 61, the Diocesan Theological College 40, the Wesleyan Theological College 61, the Montreal Congregational College 16 and, out of this total of 178 students, 69 were taking courses at McGill, while 12 had already graduated. The financial statement of the University for the year ending June 30, 1908, shewed total endowments of $5,495,270 and receipts of $1,747,381. The expenditure upon buildings was $485,290, amounts invested totalled $696,444, the cash on hand was $633,781. On Apl. 30 the Hon. degree of LL.D. was conferred upon Sir Caspar Purdon Clarke of the Metropolitan Museum, New York, and Dr. Henry M. Tory, the new President of Alberta University. Later in the year a special Convocation honoured Lord Milner with the same degree. The chief appointments of the year were as follows:

Macdonald Professor of Education .....J. A. Dale, M.A.
Hiram Mills Professor of Classics .....John MacNaughton, M.A.
Wm. Dow Professor of Political Economy...S. B. Leacock, M.A., Ph.D.
Dean of the Faculty of Applied Science.....F. D. Adams, D.SC., F.R.S.
Vice-Dean of the Faculty .....C. H. McLeod.
Professor of Civil Engineering .....H. M. MacKay, B.A., B.SC.
Professor of Transportation and Head of
Department of Railways .....H. O. Keay, B.SC.
Professor of Railway Mechanical Engineering.V. I. Smart, B.A.
Dean of the Faculty of Medicine.....F. H. Shepherd, M.D., LL.D.
Director of the Conservatorium of Music...Dr. H. C. Perrin.

Laval University, in Quebec, was conspicuous during 1908 in connection with the memorial celebrations in honour of its founder, Bishop de Laval. On June 22nd the Hon. degree of LL.D. was conferred in this connection upon Hon. C. R. Devlin, Hon. L. A. Taschereau, Hon. L. Rodolphe Roy, F. X. Drouin, K.C., O. C. F. Delage, M.L.A., C. Tessier, C. N. Hamel, K.C., G. Lamothe, and others. The Hon. degree of D.D. was granted the Rev. A. E. Burke, LL.D., of Charlottetown, P.E.I., Mgr. Eugene Roy, and others. A little later in the year Mgr. O. E. Mathieu, D.D., C.M.G., retired from the Rectorship of Laval and was replaced by Mgr. J. C. K. Laflamme, D.D., F.R.S.C., his predecessor in the same post. At Laval University, in Montreal, Dr. J. P. Rottot, for many years Dean of the Medical Faculty, retired in January and was succeeded by Dr. E. Persilier-Lachapelle. The Wesleyan Theological College of Montreal, in May, added the Rev. Dr. J. W. Graham, Rev. Melvin Taylor, and Mr. J. H. Carson, to its Board of Governors. Later on the Rev. W. Patton, B.D., PH.D., was appointed Professor of Old Testament Exegesis in place of Dr. Workman and the Rev. P. L. Richardson, B.A., B.D., Professor of Theology; while the Stanstead Wesleyan College in February appointed Mr. George T. Trueman, M.A., to succeed Rev. Dr. Flanders as Principal.

In the Legislature, on Mch. 19, Mr. Godfroi Langlois precipitated a keen Educational debate by moving that "it is expedient to enact that there be uniformity in the school-books for the primary schools throughout the Province of Quebec and that the Council of Public Instruction be charged with the selection of the series of books to be adopted." The debate was adjourned and continued on several days but there was no vote taken on the subject. On the 23rd Mr. O. C. F. Delage pointed out that the Resolution ignored the existing Protestant and Roman Catholic Committees of the Council of Public Instruction. "Here is the defect," he said. "The Catholic Committee is not given the responsibility of choosing books for Catholic and French-Canadian scholars, nor may the Protestant Committee choose books for the Protestant and English pupils. The Council of Public Instruction will rule for all under the same mandate. A new system, a new unification, will be substituted which would assure to our population the denominational, bi-lingual and national schools. From the point of view of strict economy this proposal cannot but impress us favourably but it ought not and cannot be studied under this aspect alone; the theoretical side must be considered as well as the practical." Dr. Jobin argued that the present law was eminently suited to the peculiar conditions in the Province of Quebec. "The Taillon Government did all that was necessary by enacting that there should be uniformity of school books within the jurisdiction of the two separate Committees." Dr. G. A. Lacombe stated that in Montreal, "far from having

uniformity throughout the several districts, we scarcely have uniformity in the same district." He strongly supported the motion. It was stated in the Legislature on Mch. 25 by the Provincial Secretary that: "In forty-five school municipalities in the Province the teachers receive a salary under $100 per annum. In the majority of these cases the salary is about $80. In four schools in Charlevoix County, on the north shore of the St. Lawrence and some eighty miles below Quebec City, the salaries are $63, $64, $70 and $60 respectively. The $60 salary would amount to $6 per month out of which the teacher is presumed to pay board and lodging." On Mch. 10 the Catholic School Board of Montreal appointed Principal J. N. Perrault, of the Montcalm School as Director-General of the Catholic Schools of that City. The Provincial Association of Protestant Teachers of Quebec met in its 43rd Convention at Montreal on Oct. 17th and elected a woman as President—Miss M. L. Ferguson—for the first time in its history.

The Report of the Superintendent of Public Instruction (M. Boucher de La Bruère) for 1907-8 was an interesting document. He referred to the regretted retirement of M. Paul de Cazes after 28 years' service and his replacement as Secretary of the French and Catholic Section of the Council by Mr. J. N. Miller; mentioned the continued growth of the Agricultural School at Oka, its affiliation with Laval University, and the similar affiliation of the School for Superior Education of Young Girls which had been founded by the Sisters of Notre Dame; referred to the growing success of the Polytechnic School, also in affiliation with Laval, and its increase of students from 122 in 1907 to 146 in 1908 with 23 graduates as Civil Engineers; eulogized the usefulness of the recent Congress of the female teachers of the Diocese of St. Hyacinthe with 739 in attendance; described the gradual growth of school-gardens in primary schools, now numbering 97 with 2,200 pupils, the organization of a school museum by the Catholic Commissioners of Montreal, the foundation of new and the progress of the old Normal Schools—one of these being Protestant and nine Catholic, two for boys and seven for girls; expressed renewed regret at the increasing instruction of boys by female teachers—6,726 teachers being women out of 7,172 in the Province. The following tables give a summary view of Quebec's Educational interests in the fiscal year 1907-8:

Model Schools and Academies.	Roman Catholic Institutions.	Protestant Institutions.
Number of Model Schools	595	45
Total Pupils in Model Schools	92,309	4,723
Roman Catholic Pupils	91,892	260
Protestant Pupils	417	4,463
Number of Academies	171	30
Total Pupils in Academies	38,479	6,890
Roman Catholic Pupils	37,907	179

Model Schools and Academies.	Roman Catholic Institutions.	Protestant Institutions.
Protestant Pupils	572	6,711
Male Lay Teachers with diplomas	186	58
Male Lay Teachers without diplomas	22	16
Female Lay Teachers with diplomas	410	300
Female Lay Teachers without diplomas	109	19
Male Religious Teachers	1,115	2
Female Religious Teachers	2,869	....

Number of Roman Catholic Classical Colleges	19
Pupils in Commercial Course	2,307
Pupils in Classical Course	3,967
Number of Religious Professors	598
Total Number of Professors	624

Elementary Schools.	Roman Catholic Institutions.	Protestant Institutions.
Number of Schools under control	4,696	833
Roman Catholic Pupils	179,541	1,930
Protestant Pupils	588	28,484
Male Teachers in Orders	118	....
Number of Nuns teaching	497	....
Average Salary—		
1. Male Lay Teachers with diplomas in towns	$500	$1,420
Male Lay Teachers with diplomas in country	275	350
2. Female Lay Teachers with diplomas in towns	177	431
Female Lay Teachers with diplomas in country	125	214

Total number of all kinds of educational institutions	6,549
Total male Teachers	2,816
Total female Teachers	10,323
Total Average Salaries in all Schools—	
1. Male Teachers with diplomas	$789
2. Female Teachers with diplomas	$167
Contributions of Municipalities toward Education—	
(a) Annual Taxes	$2,341,939
(b) Special Taxes	$282,499
(c) Monthly Contributions	$245,806
(d) Fees from various institutions	$1,595,293
Total contribution from Municipalities	$4,465,537
Total contribution from Government	$683,350

The Council of Public Instruction in Quebec is divided into a Catholic and Protestant Committee; each controlling in the main the educational interests of its own people. The Catholic Committee in 1908 was composed of the Hierarchy of the Province, several Ministers of the Crown, several Judges, some members of the Legislature and four Associate members, with the Superintendent as Chairman; the Protestant Committee, with the Rev. Dr. W. I. Shaw as Chairman, had amongst its members Bishop Hunter Dunn of Quebec, H. B. Ames, M.P., Principal Peterson of McGill, Hon. S. A. Fisher and ten others, with seven Associate members and G. W. Parmalee, D.C.L., as Secretary. On May 12 the Catholic Committee passed the following Resolu-

tion: "Whereas according to the statistics, the number of male teachers in the rural districts is very limited and the proportion of male teachers, compared to female teachers, tends to diminish; whereas in many country schools the education of the boys is entrusted to female teachers, most of whom are too young to have a wholesome influence over their pupils and to give them the virile education they need; whereas it is desirable to entrust the education of boys as much as possible, especially between the ages of 10 and 15 years, to school-masters instead of to school-mistresses and as it would be advisable to have recourse to suitable measures for favouring the engagement of a larger number of school-masters in the intermediate primary schools of country parts; That this Committee recommend that the Government be pleased to favour the engagement of a greater number of male teachers by means of a bonus to every rural school municipality that will place the boys' model school of the municipality under a school-master holding a diploma—such bonus to be given only to school boards which give the teachers of the school a salary of at least $450.00; that this Committee further recommend a bonus proportionately higher than the foregoing to rural school-boards employing more than one master in the same school with a minimum salary of $250.00 to each." In the Protestant Committee a subject of much discussion and of Reports and Resolutions was the distribution of the $16,866 known as the Normal School grant before the abolition of the McGill Institution. On Feb. 28th various uses were suggested by Resolution for the distribution of this sum. On the preceding day a delegation had waited upon the Government and presented the following general subjects for consideration: (1) The desirability of facilitating consolidation of schools by reducing the power of opponents in appealing to the Courts and enabling a school-board to effect consolidation with the approval of the Superintendent of Public Instruction; (2) where there are dissentient schools to oblige ratepayers to pay to the schools of their own faith and to terminate the power of a dissentient to transfer, at his pleasure, his taxes to the panel of the majority; (3) to enable dissentient boards to levy special taxes upon incorporated companies for their own purposes; (4) to distribute the Protestant share of the elementary school grant annually according to the needs and merits of the several municipalities.

VI.—PUBLIC AFFAIRS AND CONDITIONS IN THE MARITIME PROVINCES

The Robinson Government and the New Brunswick Elections

The year opened in New Brunswick with a Government formed in May, 1907, by the Hon. C. W. Robinson out of a Liberal party which under A. G. Blair, James Mitchell, H. R. Emmerson, L. J. Tweedie and William Pugsley had been continuously in power since 1883. In some of these Cabinets—for eight years past—Mr. Pugsley had been a most influential factor and, though now Minister of Public Works at Ottawa, it was clear that he was none-the-less actively interested in the policy, conduct, and success of the Robinson Administration. An astute, ambitious politician he was naturally of great assistance to the new Premier who had come to that position from the Speakership of the House with only a brief intermission in the Pugsley Government. Mr. Robinson had no easy task before him. He was heir to the influence of 25 years of party power; he was also heir to inevitable discontents and complications. One of these latter was the disappearance of the old-time claim—never very strongly proven—that the Government was a coalition one. Mr. Pugsley had been the chief embodiment of this contention but he had now grown far away from such a state and, moreover, the Conservative Opposition had become a vigorous and aggressive body under Mr. J. Douglas Hazen. It had Liberal supporters and two or three Liberal candidates in the Elections but in heart and spirit it was Conservative. The St. John *Globe,* an influential Liberal paper, was not a very warm supporter of the Government and in fact admitted some of the Opposition contentions while the *Telegraph* and the *Times,* though a few months later again Liberal, were at this time active supporters of the Conservative party.

Some changes in the Government took place early in 1908. Mr. James Barnes, a Minister without Portfolio, resigned to accept charge of the new Bureau of Colonization and Industries; Mr. Edmund H. Allen, Intercolonial Claims Agent at Fredericton, was appointed, on Jan. 28th, Provincial Secretary in place of the Premier who retained merely his post of President of the Council without salary; on Feb. 12, Mr. Daniel Jarvis Purdy of St. John was appointed to succeed Mr. Barnes. When the Legislature was dissolved on Jan. 23rd, with nomination day announced for Feb. 25, and polling for Mar. 3rd quite a number of candidates were already in the field and the lines of the contest pretty well defined. The Liberal party and the Robinson Government appealed to the

The Hon. John Douglas Hazen, B.A., LL.D., K.C.

Appointed Prime Minister of New Brunswick, 1908.

people upon a 25-years' record with leaders who, it was claimed, had been trusted and proved to be worthy of trust; with a Public Debt which was stated to be much smaller than that of any Province in Canada except little Prince Edward Island and with continued surpluses small in amount but sufficient; with public works said to be built and to have been built for years under contract and by the lowest tender; with a promise to repeal the unpopular Highway Act as soon as the new Legislature met and to consult the municipalities in Convention, or by a Commission, before framing a new law; with a series of Readers in the schools which were being much criticized but which had been selected by a Committee of Professors and Teachers and were said to be much cheaper than similar books in most of the other Provinces or in the United States; with a record of development in common and grammar schools which was claimed to be second to none in the world; with an educational policy which was being extended to include consolidated schools, and agricultural and manual training, increased grants to teachers and a pension for aged teachers; with an effective and secret ballot system and a Provincial law which punished electoral corruption by means of heavy fines and permanent disfranchisement.

It was claimed that under an Act presented to the Legislature in 1890 by Mr. Pugsley dairying had developed in the Province from a production in 1896 of $76,151 to a product in 1906 of $373,963; that under an Act of Mr. Emmerson's encouraging roller-mills the growth of wheat between 1890 and 1906 had doubled; that much aid had been given to fruit culture and the improvement of stock; that mining development had been encouraged, exploration work carried out in Charlotte and elsewhere, and the Grand Lake coal-fields opened; that while the bonded debt of the Province had increased $1,992,019 in 25 years the sum of $1,484,152 had been expended during that period upon steel bridges and other useful public works. Upon this latter point an interesting statement was made in a campaign advertisement or article in the St. John *Sun* of Feb. 12: "Few people realize that the Provincial Board of Works has the oversight of 13,056 miles of roads on which there are 3,709 bridges, having a total length of 368,498 feet. Under the various Permanent Bridge Construction Acts no less than 58 steel bridges have been constructed, two and three in every county. Over a year ago the Chief Commissioner of Public Works ordered a survey made of the entire Province, with the object of ascertaining just what bridges were necessary. When this was done plans were prepared and it was decided to proceed with those most required first. At the last Session of the Legislature the Government brought down a Bill authorizing the construction of 43 bridges, all of a permanent character, at an estimated cost of $884,000, the work of construction to be spread over a period of three years." The particulars

as to counties which were to be thus benefited and details as to cost were given at length. Various Labour laws were recapitulated to shew what the Government had done in that connection—the Mechanics' Lien Act, the securing of wages to the workmen under assignment, the Woodmen's Lien Act, the Workmen's Compensation for Injuries Act, the reform in the Factories Act of 1905, the grant of Manhood suffrage.

Speaking at Woodstock on Jan. 4th Mr. Premier Robinson met the Opposition criticisms as to financial conditions and statements by announcing that the Government was prepared to leave the matter in the hands of experts for investigation. He declared that he was a Liberal himself and the head of a Liberal administration and criticized Mr. Hazen for his support of Mr. John Morrissy (a Liberal) in Northumberland as "the using of a decoy duck to deceive Liberals" in general. At the St. John Convention on Jan. 30 Hon. D. J. Purdy, Mayor Edward Sears, Edward Lantalum and A. O. Skinner were nominated as the local Liberal candidates and a Resolution was passed paying warm tribute to the personality and record of the Premier. At Moncton on Feb. 3rd Mr. Robinson amplified a preceding statement as follows: "I have engaged experts who have been recommended to me by the Bank of Montreal and who are going to work upon the books and accounts of this Province at once and whatever their report is it will be placed fairly and squarely before the electors of the Province. If it condemns the Government I cannot help it. We are going to give you the facts. But I know something about finances and figures and will rely upon their statement. Jenkins & Hardy of Toronto is the name of the firm communicated with and I have informed them that the books, etc., can be secured at Fredericton." He added that, if returned to power, a Commission would be appointed to inquire into the matter of school-book publication and prices and to see if lower rates could possibly be obtained.

On Feb. 21st an interesting public meeting was held at St. John addressed by the Premier and his Attorney-General (Mr. McKeown) on the one side and by Mr. Douglas Hazen and J. K. Flemming, the financial critic of the Opposition, on the other. In the press of next day both sides claimed the victory in argument, fact and debate; the certainty was that the meeting in parts was stormy and as a whole was more favourable to the Opposition than to the Government. The financial condition of the Province was the subject of discussion as it was, indeed, a central issue in the Elections generally. Mr. W. H. Thorne presided and Mr. Flemming was the first speaker. He claimed that instead of a credit balance in the past year of $9,836 there was really a shortage of $400,000; that the Provincial book-keeping system was bad and that one item of interest on the New Brunswick Coal and Railway Co. account ($82,251) was charged to capital instead

of current expenses; that a part of the Permanent Bridge expenditure, an overdraft of $22,502 on Provincial Hospital account and an over-expenditure of $47,000 in the Public Works Department had no right to be charged to capital account; that an overdraft of $149,000 in the Public Works Department was unexplained and quite incomprehensible; that what had been termed a current loan of $1,460,000 was really a permanent part of the indebtedness of the Province and should be added to the Public Debt. He gave the following instance or illustration of alleged Government financing: "When the Government made a loan of $550,000 through the Credit Foncier in 1905, it devoted $382,000 of that loan to provide for Permanent Bridge expenditure and, instead of keeping the balance, turned $167,810 into the ordinary current account. When the loan was due six months later the Government borrowed the money on Treasury bills from the Bank of British North America and afterwards retired those bills out of the proceeds of the London loan. So you see part of the proceeds of the London loan went to meet ordinary expenses. With these slipshod methods of dealing between capital account and current account anything may happen."

Mr. Premier Robinson, in replying, pointed out several mistakes which he claimed to have been made by his critic; gave a detailed statement of the $1,500,000 Loan which was under discussion; referred to the Conservative Administrations prior to the Blair Government of 1883 as having in 15 years used up the resources of the Province in lands and surplus to the extent of $10,000,000; stated that a chartered accountant was then auditing the Provincial books and that a Report would shortly be issued. For the increase in the Debt of $3,000,000 he stated that the Province had $2,500,000 in assets. They had a sinking fund of $150,000 and at Ottawa there was $529,000 on deposit which had not been touched since 1884. The net Debt of the Province of New Brunswick was $10 a head whereas it had been recently stated that the debt of the City of St. John was $116 a head. The debt of New Brunswick was, he claimed, smaller than that of any other Province with one exception. "Do you want," he asked, "a Government that will refuse to build bridges and other Public Works?" The territorial revenues had increased from $130,000 some years before to $321,000 in 1907. He referred to the Domain Act, which was to improve the Crown lands and preserve the forests, as a praiseworthy movement of the Government.

Mr. Hazen followed and declared that if Mr. Flemming had made any mistakes they were based upon statements in the Legislature by the Commissioner of Public Works and he would leave the Premier and Mr. LaBillois to fight it out. "I believe the Premier and his colleagues are trying to minimize the Public Debt. Many will remember Mr. Blair's appeal in 1900 when he stated that the Province was running into too much debt. Mr. Blair

stated that it was not good business for the expenditure to exceed the revenue, and thought the Debt of that period was too large. What about the present admitted Debt of $5,000,000 and the increase of $2,100,000 added by legislation introduced at the last session of the Legislature?" As proof of his claims he quoted the St. John *Globe,* a Liberal paper for 50 years, and reiterated the declaration that the gross Provincial Debt was now fully $8,000,000. He then dealt with the much-discussed Central Railway as an illustration of frenzied finance—a total cost of $1,200,000 for 60 miles of track. The Opposition leader also criticized the International Railway as a similar piece of work and concluded by asking why, if the Province was prosperous, bonds had to be recently issued for $70,000 in order to pay interest on other bonds. Mr. H. A. McKeown was the next speaker and had difficulty in being heard. He defended the Highway Act by claiming that the Opposition had, practically, not opposed it; eulogized the attitude of the Government toward St. John City, and claimed the Central Railway to have been built in the best interests of the Province and for the purpose of opening up the rich coal-fields of Queen's County. On Feb. 29th the press published an unsigned summary of the Provincial finances, or balance sheet of Oct. 31, 1907, which was identical with that previously issued by the Government and was described as the result of an independent audit of the Provincial accounts. Everything, it was announced, in the Government's annual statement had been verified and found correct—the total liabilities being $5,560,553 and the assets $3,612,531 leaving a net Debt of $1,948,022 or, if the estimated value of Crown lands, public buildings, etc., were included in the assets a surplus of $17,738,468. Meanwhile, on Feb. 24, the Premier had spoken again in St. John and made a particularly vigorous appeal to stand by his Government and Mr. Pugsley:

> It is essential to St John for the advancement of the city, the improvement of the harbour, that you should stand by the Minister of Public Works as your representative. You never had a better friend, but he requires all your help. Stand at his back and support the local Government, for the Administration in New Brunswick is in harmony with the Government at Ottawa. Do all in your power to help Dr. Pugsley build up your city. He needs your assistance; we wish your assistance. Do not paralyze his arm by refusing to support him and to help us. If you support us it will help the Minister; if you defeat us the result will be heralded as a Conservative victory all over Canada. So I ask you again to do what you can to support us and in doing so you will be assisting both of us to do what we can for you.

The Premier's Manifesto to the people appeared on Feb. 26th. In it he claimed credit for the Provincial Government in passing legislation in favour of the working men, mechanics, farmers, lumbermen and traders and promised still more progressive measures for the future. He stated that the Government would endeavour by special legislation to encourage agricultural and

dairying industries so as to expand the volume of their exports. Legislation would also be introduced for the utilization of the public domain, its extensive water-powers, its game and fisheries, as well as to develop industries auxiliary thereto. Reference was made to the projected development by a Company at Grand Falls of electric power and the construction of pulp and paper mills and steps would be taken to obtain expert knowledge of all possible water privileges in the Province. He referred to the development of coal areas at Minto and Beersville and iron deposits in Gloucester and St. John Counties and stated that the manufacturing industries of the Province were prosperous. The Government would set apart desirable public lands for settlement and carry on a progressive colonization policy under a competent official and he anticipated that whole districts would soon be opened up which were now forests and almost inaccessible. With regard to education he claimed great credit for increased aid to higher education, in the form of a Forestry chair in the University, aid to consolidated schools, more pay for teachers, and the introduction of manual training and domestic science. Further aid was promised and the compulsory attendance law would be more widely extended while a teachers' pension scheme would be adopted. A Royal Commission would report on the price of school books to see if a reduction could be made. With regard to the roads he had decided that the power to appoint road superintendents or other officials, and the control of the road-tax, should be delegated to the people. The financial condition of the Province was, he said, never so satisfactory as now. The Government would continue to press upon the Federal Government the importance of taking over the branch railways and he believed the St. John Valley road would, at a time not far distant, be constructed as a part of a transcontinental railway. New Brunswick was pressing for two million dollars as its share of the Halifax Fisheries Award and the Federal Government had appointed Mr. S. T. Bastedo to confer with the Provinces on the subject.

This was the Government's share in the contest but the vital, pressing influence on its side was without its ranks—the aggressive help of the Federal Minister of Public Works. As far back as Dec. 13, 1907, the Hon. Mr. McKeown had declared in St. John that, with the support of Mr. Pugsley and Mr. Emmerson, there could be no doubt as to the result. On Jan. 24th following the St. John *Sun* recapitulated the personal and political influences which had been bringing the Federal and Provincial Governments together. "By natural and inevitable process the supporters of the Provincial and Federal Governments have been made practically one party. Every member of the Provincial Government is a Liberal in Federal politics and a supporter of the Provincial Liberal leader; every member of the Provincial Opposition is an opponent of his and, through him, of his leader and colleague, Sir

Wilfrid Laurier. The two organizations are so affiliated in sympathy and interest that an injury to one will prove inevitably an injury to the other." The same paper on Feb. 29th pressed the point home still more strongly. "There must also be considered, by men who have the welfare of this Province at heart, the obvious fact that two Governments working in harmony can do more for the advancement of the Province than a Provincial Government at odds with the Federal Administration. The Minister of Public Works and Premier Robinson are both ardently interested in the development of New Brunswick; they are friends and fellow-partisans; politically their interests are identical. This association provides mutual strength. It gives the Federal Minister vastly more influence in Parliament and it guarantees the Provincial Premier active aid in all his developing plans." The Intercolonial Railway branch lines, the future of the Central Railway, the construction of the St. John Valley line were all said to depend upon this co-operation.

Mr. Pugsley did his best to prove the contention true. In an interview at St. John on Feb. 13 he predicted that the Grand Trunk Pacific would construct great terminal facilities there and stated that the Provincial Government had assured him they would make the necessary conveyance of the foreshores of Courtenay Bay to the Company for that purpose. The Federal Government would join in the expense of the borings to be made and the tests should be begun at once. So conspicuous had this effort to help the New Brunswick Government already become that in the Commons on the above date Mr. O. S. Crocket (Cons.) drew attention to the matter and precipitated a debate upon Federal intervention in Provincial affairs. On Feb. 14th Mr. Pugsley and the local candidates addressed a St. John mass-meeting. The Minister charged Messrs. Hazen and Flemming with deceiving the people as to the finances of the Province; defended the Government's policy in regard to the Central Railway which he predicted would, before many years, be "one of the most valuable branch railways in Canada"; expressed a strong belief that the Grand Trunk Pacific would take over the Line and carry it to St. John; declared that if Mackenzie and Mann did not, as was expected, take hold of the St. John Valley project another Company was ready to do so; described the benefits which would accrue from the increased Federal subsidy of $130,000 a year; promised once more to help in making St. John a great Atlantic port and concluded as follows:

> In this election, in my humble judgment, the Liberal Party in Federal politics and the Liberal Party in Provincial politics are in the same boat. The representatives of the Liberal Party in the Canadian Parliament and the Provincial Government, now so ably led by Mr. Robinson, are working together in the common interests of this Province. We are prepared to carry out such a policy of railway development, of trade and industrial development, as will in our opinion advance the general interests, and let me say to you, and to every Liberal in this Province, that the blow

which our opponents ask you to strike at Premier Robinson and his Government in this election, would if they should succeed, be a blow struck at the Liberal Party, not of New Brunswick alone, but of Canada.

The Minister of Public Works was at Chatham on Feb. 17 where he refused to recognize Mr. John Morrissy as any longer a Liberal; and declared that the return of the Government would strengthen his hands at Ottawa and help him in meeting reasonable local needs as to dredging and wharves. At Moncton on the 18th he dealt with the importance of the Transcontinental Railway to New Brunswick; he was at Campbellton on the 19th and at St. John again on the 28th. This latter meeting gave Mr. Pugsley an opportunity to go into the whole campaign and its issues at length. The Public Debt was analyzed and alleged errors in Opposition claims and statements riddled; it was asserted that one item of $556,000 had been added in three times, another of $250,000 had been utilized twice, the estimated cost of promised bridges ($884,000) had been included although authority only existed for the issue of $350,000 worth of bonds; the Opposition platform was reviewed in detail and the claim made that every clause was being, or had been, carried out as a part of the Government policy. As to his own intervention in the contest he said: "I have been charged with seeking to bribe the electorate with promises of public works, but there is no man living who can say that in this campaign I have made the matter of increasing the terminal facilities of the Port of St. John, the doing of dredging in any part of this Province, the construction of wharves or public buildings in any part of this Province, conditional upon the support which the people of New Brunswick may give to the Provincial Government." The speech concluded with a general picture of the transportation policy of the Federal Government while around the Minister as he spoke were various mottoes upon the walls such as the following: "Support St. John's Champion, William Pugsley"; "Make Pugsley stronger by Voting the Government Ticket"; "Tell Pugsley that you want him to go on building Wharves." According to posters placarded through the City at this time the Electors were asked to "vote the Liberal ticket and strengthen Pugsley" and were told that "wharves and warehouses" were better than "primers and pessimism." Mr. Pugsley was at Sussex in his old constituency on Feb. 28 and gave the following statement as to Central Railway conditions:

Year.	Earnings.	Expenses.	Freight (tons).	Passengers Carried.
1904	$25,387 51	$39,095 88	17,848	10,122
1905	37,031 51	42,851 94	25,917	10,836
1906	43,196 21	40,850 77	38,731	13,940
1907	45,422 01	39,410 43	43,476	14,927

"There is no act in my political career I am prouder of than this attempt to develop the coal areas of Queen's and Sunbury."

The Minister spoke at Carleton on Mar. 2nd. Meantime, the House of Commons had again on Feb. 24 discussed his intervention in New Brunswick politics and he claimed to have been simply placing the splendid policy of the Federal Government before the people. While this part of the campaign was going on Mr. H. R. Emmerson, M.P., had spoken at Moncton on Feb. 16 and proclaimed his plan of the Intercolonial acquisition of branch lines to be an issue in the contest. Of minor incidents the retirement of Ora P. King, K.C., who had for some time represented King's County, with Mr. Pugsley, should be recorded. In this riding also a controversy took place over Conservative efforts to have a cast-iron agreement signed as to improper money expenditures and the Liberals' refusal on the ground that an expected Opposition candidate (Dr. G. N. Pearson) had been forced out of the field because he would not contribute $1,000 to the party campaign fund. In other constituencies, owing to the efforts of the Moral and Social Reform Council, similar agreements were, however, signed. The contest in Gloucester County was a peculiar one and voting took place the day before the general polling. Messrs. Burns, Poirier and Young ran as Federal Conservatives but supporters of the Provincial Government; the Federal issue in the fight brought out a straight Conservative ticket in Messrs. Stewart, Witsell and Blanchard; Messrs. J. P. Byrne, Alphonse Sormany and S. R. Leger ran as Independent-Liberals. The Government supported the first three and the last three won by large majorities with the Press claim of a victory for both parties as it was alleged that the successful candidates would support the winning side in the general contest. The result of the Election was as follows:

Constituency.	Name.	Politics.
Albert	Walter B. Dickson	Cons.
Albert	George D. Prescott	"
Carleton	James K. Flemming	"
Carleton	Benjamin F. Smith	"
Carleton	Donald Munro	"
Charlotte	W. C. H. Grimmer	"
Charlotte	George J. Clarke	"
Charlotte	Thomas A. Hartt	"
Charlotte	H. Ingster Taylor, M.D.	"
Gloucester	James P. Byrne	Ind. Lib.
Gloucester	Alphonse Sormany	" "
Gloucester	Seraphine R. Leger	" "
Kent	David V. Landry, M.D.	Cons.
Kent	Thomas J. Bourque, M.D.	"
Kent	John Sheridan	"
King's	Fred M. Sproul	"
King's	James A. Murray	"
King's	George B. Jones	"
Madawaska	Charles L. Cyr	Lib.
Madawaska	Jesse W. Baker	"
Northumberland	John Morrissy	Ind.
Northumberland	Donald Morrison	Cons.
Northumberland	William L. Allain	"

Constituency.	Name.	Politics.
Northumberland	Daniel MacLachlan	Ind.
Queen's	Henry A. Woods	Cons.
Queen's	Arthur R. Slipp	"
Restigouche	Hon. C. H. LaBillois	Lib.
Restigouche	William Currie	"
St. John City	Robert Maxwell	Cons.
St. John City	John Edward Wilson	"
St. John City	James P. McInerney, M.D.	"
St. John City	W. Franklin Hatheway	"
St. John County	Hon. H. A. McKeown, K.C.	Lib.
St. John County	James Lowell	"
Sunbury	J. Douglas Hazen, K.C.	Cons.
Sunbury	Parker Glasier	"
Victoria	J. Fletcher Tweeddale	Lib.
Victoria	James Burgess, Jr.	"
Westmoreland	Hon. Clifford W. Robinson	"
Westmoreland	Hon. Francis J. Sweeney	"
Westmoreland	Arthur B. Copp	"
Westmoreland	Clement M. Leger	"
York	Harry F. McLeod	Cons.
York	James K. Pinder	"
York	John A. Young	"
York	Thomas Robinson	"

Four Ministers were beaten—Hon. L. P. Farris, Commissioner of Agriculture, Hon. W. P. Jones, Solicitor-General, Hon. E. H. Allen, Provincial Secretary, and Hon. D. J. Purdy, without Portfolio. The late Speaker, Hon. C. J. Osman, was also defeated. The victory for the Opposition was absolute and complete. It carried 31 seats, the Government 10, and Independents 5 while the Opposition individual majorities were notable for their size. Federal influence, represented in Kent by Mr. Emmerson, M.P., in Queen's by Senator King, in Sunbury by Col. H. H. McLean, in Carleton by F. B. Carvell, M.P., in Northumberland by W. S. Loggie, M.P., was apparently resented or disregarded—to say nothing of Mr. Pugsley's influence generally. The Liberal press in its comments, as a whole, claimed the Highway Act to be the chief factor in the defeat. The St. John *Sun,* however, after reference to this issue, went on as follows: "And on top of this came the double re-construction necessitated by the successive retirements of Premier Tweedie and Premier Pugsley, which served further to focus critical eyes upon a Government apparently weakened by the loss of strong men. And the climax and the main cause for the defeat was the inefficiency of the Government organization throughout the Province. The Opposition, on the other hand, had been working hard and systematically for a year and had an effective fighting machine in almost every county."

The St. John *Telegraph* described the contest as emphatically a Provincial one. "The electors, in a fashion unmistakable, resented interference by Federal leaders and notably Mr. Pugsley. The vote was cast for good government by men of all parties, independent in Provincial politics, who were weary of selfish opportunism, neglect of public interests, and reckless expendi-

tures for questionable purposes. Mr. Hazen, we feel assured, fully realizes the nature of the responsibility put upon him by his mighty victory, and will strive mightily to repay with interest the confidence the people repose in him. He stands upon the threshold of great things." As to the leaders Mr. Robinson issued from St. John a courteous statement congratulating Mr. Hazen and proceeding as follows: "The unpopularity of the Highway Act seemed to be a potent factor here as in other parts of the Province. Mr. Hazen will now have a good opportunity to give the people school-books at half price and to show that he is more than an Opposition critic. Mr. Flemming will also have his chance to prove that the Province can be run and steel-bridges built out of current revenue without any addition to the Public Debt. If they can do these things they will deserve the support they have received from the electors." Following the announcement of the result Mr. Hazen was given a great reception in St. John and declared the victory due to Government mistakes, to Opposition hard work and to Mr. Pugsley's intervention.

Opposition Policy in the New Brunswick Elections

For nine sessions and through two Legislatures Mr. Douglas Hazen had been leading the New Brunswick Opposition, fighting steadily, and slowly gaining ground. He had been, prior to 1899, a member of the Commons for one Parliament, was well-known as a lawyer, and had the reputation of being a strong Conservative. Toward the close of 1907 when the Provincial elections were known to be pending he addressed a number of meetings and at Bathurst on Oct. 11 tried to set the keynote for a non-party contest. "The Opposition did not and would not recognize Federal party lines but welcomed the support of all citizens who desired good government. If he should be called upon to form a Government members of both parties would receive due recognition." At this time and during the elections W. W. Hubbard, a well-known journalist along agricultural lines, acted as party organizer and did good work. On Dec. 4 a banquet at St. John had been notable for not only its success and size and the reception given to Mr. Hazen but for the presentation of the platform upon which his party fought the succeeding contest. In summing up he declared the Opposition to stand for good government which, amongst other things, meant:

1. The honest collection of Provincial revenues and the management of loans, not so much in the special interest of the moment or of the temporary needs of the Government, as upon a basis permanently of most advantage to the Province.

2. The keeping of the ordinary expenditure of the Province within the ordinary revenue.

3. The appointment of an Auditor-General independent of the Government, who shall have power to insist upon the accuracy and honesty of accounts before they are paid.

4. The putting up of all public works to tender, and the giving of the contract to the lowest bidder.

5. The cutting off of all needless extravagances in connection with the administration of the various Departments, and an absolute rule that public money shall not be paid out unless a proper voucher is first presented.

6. The repeal of the present Highway Act and the enactment of a law which, while not diminishing the amount of Provincial money given to the roads, shall vest the management of the roads and the appointment of all officials in the County Councils.

7. The survey and valuation of the Crown lands, so that the interests of the Province may be conserved and the lumber operators, both large and small, have encouragement and fair and honest treatment.

8. The inauguration of an agricultural and immigration policy as well as the settling of our own lands by our own people.

9. The improvement in quality and reduction in price of school books so that our people shall not be robbed of hundreds of thousands of dollars but shall get the best possible value for their money.

10. The extension and encouragement of local schools so that every man in the Province, who has a family, may have an opportunity to give his children an elementary education.

11. An increase in the Provincial allowance to school teachers.

12. The secrecy of the ballot, and an honest carrying out of the election law, believing that every citizen of the Province entitled to the franchise should be free to vote as his conscience directs.

During the early weeks of 1908 many meetings were addressed by Mr. Hazen, Mr. J. K. Flemming, his chief lieutenant, and others, while much attention was devoted to nominating an unusually good class of candidates and organizing the constituencies. In both these respects—the obtaining of satisfactory candidates and the work of organization—the Government was behindhand. At Moncton on Jan. 28 Mr. Flemming—as he did elsewhere—attacked Mr. Pugsley personally. "During the last six years the ex-Attorney-General was not satisfied with drawing more than $48,000 out of the Provincial treasury, and yet this man had plenty of time for private work. In view of the large amount paid to him it was surprising that the Province had since got along 151 days without an Attorney-General." The Representation case carried to the Privy Council was referred to and it was stated that Mr. Pugsley drew $5,000 in connection with this while the only result to the Province was defeat. Mr. Hazen had made the statement at Bathurst, and here repeated it, that the liabilities of the Province, including present indebtedness and contracts which the Government had undertaken, amounted to more than $8,000,000 while over $400,000 would be required to pay interest.

He promised repeal of the Highway Act, declared that a Province with limited resources should not own or operate railways, claimed that the Government had pledged the Province to $10,500 a mile for the whole 110 miles of the International Railway, believed he could save the people 50 per cent. on the present excessive price of school-books, regretted the niggardly allowances to school teachers. At Chatham on Feb. 3rd Mr. Flemming went into the financial conditions of the Province generally and declared that when Mr. Blair came into power 20 years before the Debt of the Province was under $1,000,000; it was to-day

over $8,000,000. The average yearly increase from 1892 to 1896 had been $53,000; from 1896 to 1901 it had been $80,000; and from 1901 to 1906 it had been $196,000. Mr. Flemming denied there was any difference between his figures and those of Mr. Hazen. Sometimes reference was made to the net Debt and sometimes to the gross Debt, but the figures were true and coincided. He attacked the Government for charging $400,000 to capital account in 1908 which should have gone to current expenditure. He declared that there was in 1906 a deficit of $316,000 in the Public Works Department and criticized the Government for guaranteeing the bonds of the International Railway which amounted in all to $1,176,000. Mr. Hazen described the Central Railway affair as the most scandalous in the history of the Province.

At Fredericton Junction, on the 6th, the Opposition Leader challenged the Government to present the people with a statement of Central Railway expenditures and denounced what he termed the dishonesty of charging up private accounts to the public treasury. At Memramcook, on the 13th, Mr. Hazen quoted the St. John *Globe* in proof of his contention that the Public Debt was really $8,000,000; at Andover on the 17th, as in several other places, he had a prominent Liberal in the chair; at Woodstock on the 19th he claimed that a yearly saving of $60,000 might be made in school-books if economically and properly handled and explained his statement as to the Public Debt by pointing to the net Debt as about $5,000,000 and the liabilities pending under recent legislation as $3,000,000 more; on the 21st he spoke in St. John and on the 29th was at Fairville and Carleton; on Mch. 2nd he was in St. John again and the *Telegraph* reported him as promising "to conduct Provincial affairs irrespective of Dominion politics." Meantime, the Opposition papers had, naturally, attacked the Minister of Public Works for his intervention. The *Telegraph* of Feb. 15 resented this "dictation from Ottawa," and described Mr. Pugsley as a counsel for the defence pleading for leniency in the treatment of a wretched record. "Hon. Mr. Pugsley's appeal has nothing to do with the Highway Act; it does not refer to the school-book robbery; it does not explain the condition of the Provincial finances; it will not prevent the taxpayers from paying interest on bonds issued to pay interest on other bonds; it will not give the people value for their money spent on the Central or extend that road to Gibson; it will not restore the money voted for agriculture but spent upon officials and travelling expenses; it will not satisfactorily explain to the electors the management of and the expenditure in connection with the Provincial Department of Public Works."

Meanwhile, Opposition campaign leaflets reviewed the Central Railway as absorbing $1,260,500 of the people's money, described the history of the road as disgraceful, declared it to be a product of unscrupulous political influence and financial manipulation,

quoted Mr. H. A. McKeown, Attorney-General, as in 1892 under other party affiliations, bringing five specific charges of misappropriation of funds against the Blair Government in connection with the project. In St. John Mayor Sears, a Government candidate, had to face the publication of a letter written by him on Feb. 27, 1903, during the preceding elections, in which he denounced the introduction of Dominion politics by Hon. A. G. Blair and claimed the Liberal party to be created for a nobler purpose than as "a veneer for opportunism." In Northumberland Messrs. Morrissy and MacLachlan fought the issue as Liberal supporters of Mr. Hazen and refused to accept the Federal lines drawn by the Government. At a meeting in Sackville on Feb. 5 Mr. Morrissy declared the Government moneys under the Highway Act to be largely squandered, described the Liberal lawyers in the late Assembly as nearly all in the Government's pay, charged the administration of the Crown Lands Department as being absolutely dishonest with yearly exports of lumber far in excess of the quantity taxed, repudiated the Government and Mr. Pugsley as unworthy of any honest Liberal support.

The Report of the Government's "Expert" in Financial matters was ridiculed by the Opposition and Mr. Flemming on Feb. 29th reviewed it as follows: "The Expert's statement is no audit of the accounts at all, but merely a balance sheet shewing the assets and liabilities of the Province as they appeared on Oct. 31st last. One of the remarkable things about the Expert's statement is that it appears there was then an overdrawn account of $81,650.04. Hon. C. W. Robinson, as Provincial Secretary, knew that there was this overdraft when he published the statement shewing a surplus of $9,000. He knew this overdraft existed when I asked him to give the information in St. John. He knew it was a 'fake' surplus. I characterize it as a deliberate attempt to deceive the people of this Province. The Expert says the net Debt is $3,612,531; add $450,000 over-valuation on the Central Railway and the net Debt is $4,062,531 which exactly agrees with my statement. I again repeat to the people of this Province that there was a shortage of more than $400,000 at the close of last year. I again repeat that the Government has added to the Public Debt $1,500,000." As to the final result Mr. Hazen replied to a telegram of congratulation from the rejoicing Federal Opposition at Ottawa, on Mch. 12th, as follows: "New Brunswick certainly did nobly. I believe that our victory was in a large measure due to the systematic organization commenced over two years ago, and continued down to the day of the election. I am very glad that our friends in the House of Commons are pleased with the result and sincerely hope that at the next appeal to the electors the tide will turn in favour of the Conservative party of Canada as strongly as it has done in favour of the New Brunswick Opposition."

Policy and Legislation of the Hazen Government

The Eleetions were over on Meh. 3rd but it was not until the 20th that Mr. Robinson formally tendered his resignation to the Lieut.-Governor. Meetings of the Cabinet were held and rumours were rife as to the filling of various vaeaneies in the publie serviee. The Government did reeommend W. H. Trueman as Judge of Probates for St. John, Hon. W. P. Jones as Supreme Court Reporter, Mayor Sears as Chairman of the St. John Sehool Board and W. J. Mahoney as Equity Court Reporter but the Lieut.-Governor refused his sanction on the ground of the Ministry no longer having the confidenee of the Legislature. Mr. Hazen, meanwhile, received much good adviee from the Liberal press and many eongratulations from Conservatives all over the Dominion—ineluding telegrams from the Premiers of Ontario, Manitoba and British Columbia, Messrs. Chase-Casgrain, L. P. Pelletier, and P. E. LeBlanc of the Quebec Opposition, Sir C. H. Tupper in Vaneouver, C. E. Tanner, K.C., in Halifax, Hon. C. H. Campbell in Winnipeg, and hundreds of others. The new Ministry was announeed on Meh. 21st as follows and gazetted on the 25th:

Premier and Attorney-General	Hon. J. Douglas Hazen, K.C.
Provincial Secretary and Treasurer	Hon. J. K. Flemming.
Chief Commissioner of Public Works	Hon. John Morrissy.
Surveyor-General	Hon. W. C. Hazen Grimmer.
Commissioner of Agriculture	Hon. David V. Landry, M.D.
Solicitor-General	Hon. Harry F. McLeod, K.C.
President of the Executive Council	Hon. Robert Maxwell.

All the new Ministers were under fifty years of age and one of them, Mr. Morrissy, was a pronounced Liberal in Federal affairs. Dr. Landry represented the Aeadian population and was a praetieal farmer as well as a physieian; Mr. MeLeod was under forty and reeently Mayor of Fredericton; Messrs. Grimmer, Flemming and Maxwell had been with Mr. Hazen in the last Legislature. Mr. Flemming was the inevitable Treasurer and his bitterest opponents deseribed him as the best man for the position. Immediately after the organization of the Government C. J. Milligan, Registrar of Probates for St. John, James Barnes, Colonization Agent and W. H. Trueman, Supreme Court Reporter, resigned their positions and were replaeed by H. O. MeInerney as Registrar and H. D. Forbes as Equity Court Reporter. Other vacaneies were filled by John R. Armstrong, K.C., as Judge of Probates, R. B. Emerson as Chairman of the St. John Sehool Board and W. H. Harrison as Supreme Court Reporter. On Apl. 7 all the new Ministers were re-eleeted by acelamation. Following this a new Commission was appointed to manage the Central Railway—or New Brunswiek Coal and Railway Company—composed of J. R. Stone of St. John and P. S. Arehibald, C.E., of Moneton, at a salary of $600 eaeh, and for a one-year term. On Apl. 13, for elaborate reasons which were

given, Mr. Hazen, as Attorney-General, revoked a fiat issued by Mr. Robinson when Attorney-General in the matter of annulling the letters patent of the Canadian Bank Note Company, Ltd. Some ensuing action of the Premier's in connection with License law interpretation at St. John pleased the Temperance party.

On Apl. 30 the Lieut.-Governor (Hon. L. J. Tweedie) opened the Legislature with a Speech from the Throne which referred to the fair degree of prosperity prevailing during the past year, the good prices for farm products and the employment of people at good wages; described the winter season as having shewed the largest exports by water in the history of St. John; mentioned the recent visit of H. E., the Governor-General in eulogistic terms and the increased Federal Subsidy; spoke of the imperative necessity of, and the Government's urgent representations as to, the protection of forests from fire along the Transcontinental Railway route and the duty of the Federal Government in the matter; stated that a measure would be introduced providing for a thorough audit of Provincial finances and the giving of greater powers to the Auditor-General, and one dealing with the question of Highways and the placing of roads under Municipal control; promised a Commission of Inquiry into the Central Railway and stated that negotiations had been opened up with Publishers for the purpose of obtaining cheaper school-books; promised legislation for the development of agricultural interests and the amending of the Workmen's Compensation Act. The Address in reply was moved by Dr. J. P. McInerney who, incidentally, described the Central Railway as a monster and octopus which held in its tentacles the entire *personnel* of the late Government. He stated that under an Order-in-Council passed by that Government just before the Elections, and never made public, the New Brunswick Cold Storage Company had been promised a guarantee of $30,000 additional bonds. Mr. F. M. Sproul seconded the motion. Meantime, Donald Morrison of Newcastle had been unanimously elected Speaker. On May 1st the Leader of the Opposition (Mr. Robinson) resumed the debate and claimed that the Central Railway was only paying interest on $700,000 and was now meeting expenses; stated that the New Brunswick Cold Storage Co. had expended $160,000 instead of $100,000 as arranged and the late Government felt justified in giving an increased guarantee; dealt with other subjects in a quiet and courteous way.

Mr. Premier Hazen in his speech stated that there were only five men in the House who had been members in 1899 and expressed special regret at the absence of Hon. G. F. Hill who had been in the Legislature for 31 years. He stated that the new Commissioners of the Central Railway had already reported that the expenses of operation were out of all proportion. There was a standing interest charge yearly against this road of $32,000 and the surplus claimed during the past few years in running

expenses had only been obtained, he said, by charging to the Province considerable sums for engineering expenses which should have been charged against the road. Its coal traffic had not increased but last year was 1,000 tons less than for the year previous. It was felt, however, that now that Chipman was headquarters for construction work on the National Transcontinental there would be a large traffic in carrying supplies for that work and an effort would also be made to reduce the running expenses. He briefly reviewed the proposed new Highway Act. "The principle of the Act was that the highways should be placed as directly under the control of the people as possible by the formation of Highway Boards for each parish composed of two county councillors and a member appointed by the Government. It had been thought advisable to adopt the school districts as convenient divisions for the supervision of work and a Commissioner would be appointed for each such district. It was felt that the time had not yet arrived for the complete abolition of statute labour and the substitution of such labour by a money payment would be at the discretion of each Highway Board. All the money to be expended upon the roads, whether from taxation or from the Provincial treasury, would be expended by the Highway Boards.

As to the New Brunswick Storage Co. he claimed that under the late Government's arrangement men investing $18,000 would get control of a plant costing the Province a $90,000 guarantee and the Dominion a $48,000 cash bonus. The new Audit Act was explained concisely. It provided that all payments should be made through one channel and not as formerly through various Departments, and for a continuous audit by giving the Auditor-General oversight of all accounts with largely increased powers. It provided for the appointment of a Treasury Board as at Ottawa. Under it the Auditor-General could not be removed from office by the Government but only by an address from the Legislature on a two-thirds vote of the House. Messrs. H. A. McKeown, J. K. Flemming, J. F. Tweeddale and R. Maxwell followed and on May 5th the Address was passed without division. The most important measure of the Session was probably the Highway Act, introduced by the Premier on May 6, and discussed on the 13th when the first division took place in connection with the constitution of Highway Boards. The vote stood 28 to 12—the three Gloucester members voting with the Opposition and Messrs. Cyr and Baker of Madawaska, who were elected as supporters of Mr. Robinson, voting with the Government. The Opposition fought the Bill right through and on the 3rd reading divided the House twice. The Act as a whole placed the control of moneys to be expended on roads in the hands of County Councils.

The Audit Act was based upon the Acts of Ontario and Manitoba, but gave more power to the Auditor-General as a quite independent official. With a view to re-organization of the

Agricultural Department an Act was passed which provided for the appointment of a Commission to travel through the Province and make inquiry as to the best means for the Government to aid the farmers. Another Act of importance was that authorizing a Royal Commission to enquire into all expenditures in connection with the Central Railway. The Schools Act reduced the age for compulsory attendance at schools from 16 to 14 years so as to coincide with the Factory Act. An Act to authorize the bonding of floating indebtedness up to the current fiscal year, not paid out of revenue and not exceeding $275,000, was also passed. The Bill relating to Workmen's Compensation for Injuries made employers liable in cases of inferior or unsafe appliances but excluded sailors from its terms, refused compensation where the accident resulted from negligence, or a violation of rules, or wilful injury by one employee to another, and made the payment $1,500 in the event of death from injuries received under the Act. The Compulsory School Attendance Act was amended so that children between six and fourteen in St. John, Fredericton, Chatham and Newcastle must attend school during the entire session unless exempted for physical reasons. Other legislation safeguarded by heavy penalties the Government notices as to destruction of forests or property by fire, required explicit returns as to lumber from Boom companies, and made stringent rules as to Inspectors of milk supply in cities. The House adjourned on May 30 after passing 90 Bills.

The chief subject of discussion during this period was the financial condition of affairs in all the ramifications of administration. Apart from the rights or wrongs of the Central Railway question there was quite enough to demand attention. On May 4th W. P. Flewelling, Deputy Surveyor-General for about 14 years, shot himself and left a letter addressed to the Premier in which he stated that his accounts were about $12,000 short, that he had a Government guarantee with the Bank of British North America for his overdrafts, and had kept his personal and Departmental accounts all together. The moneys passing through his hands ran as high as $300,000 a year and there had, apparently, been no check upon his disbursements. The Hon. Mr. Grimmer, speaking of the matter in the House, stated that the bookkeeping in the Department was one of single entry with no adequate safeguard for the funds under its control. Meantime a new Auditor, W. M. Dunlop of Ottawa, had been at work in all the Departments making a thorough investigation and the Public Accounts Committee of the Legislature had also been making inquiries. The Auditor-General on May 8th told the Committee that there was a "Suspense Account" in several Departments into which items of varied character were put. He professed no knowledge of an overdrawn account of $4,331.63 with Hon. W. Pugsley's name attached. The Deputy Receiver-General said the amount

was paid to Mr. Pugsley without an Order-in-Council and was drawn against alleged claims for service. He did not know whether other members of the late Government knew anything about the matter or not. As to this Hon. Mr. Flemming stated on the 11th that Mr. Pugsley had an unsettled account against the Government for professional services amounting to $3,670. In the House on May 12 the Premier stated that "the Government were unable to say how many bonds of the International Railway had been guaranteed by the Province, nor the total amount of such bonds, as no record appeared to have been kept of the bonds guaranteed for said Company. By Order-in-Council of Jan. 8th last the Provincial Secretary had been directed to endorse the guarantee of the Province upon the first mortgage bonds of the said Company to the amount of $400,000 upon the condition that $150,000 of bonds previously issued were delivered up and cancelled. There was not in any of the Departments any record to shew what had been done. Steps were being taken to secure the information. The subsidy paid to this Railway was in 1899 $25,000; in 1903, $25,000; in 1904, $5,000; in 1907, $20,000; in 1908, $25,000—total $100,000." The Public Accounts Committee, of which Mr. J. K. Pinder was Chairman, reported that various officials were not only paid salaries but "extras," as well, for practically all the work they did; claimed that much of the $24,000 said to be due the Provincial Hospital from the municipalities was not really owing; described the indebtedness in connection with Mr. Pugsley as not being mentioned in the books of 1906.

Mr. Flemming's Budget speech formed a natural part of this period of inquiry and financial charge. It was delivered on May 14th and the Treasurer commenced by stating that the figures for the year ending Oct. 31, 1907—for which he disclaimed all responsibility—shewed an ordinary income of $969,939, and ordinary expenditures of $960,093. He took exception to the way this statement was made up and to many of the conclusions arrived at. Of the $36,534 expended upon Agriculture over $9,000 was for losses in the importation of horses, sheep, and seeds; the expenditure upon game wardens was described as wasteful and as unfairly distributed for partisan purposes; the item of $178,-569 charged for interest did not, he claimed, nearly cover the actual sum, it was "grossly inaccurate" and did not, for instance, include one cent of the interest paid on the London loan of $1,460,000 at the time it was made, the interest on the Central Railway bonds had not been charged and other items were constantly cropping up; the item of $230,421 for Public Works was also described as misleading with a Departmental overdraft of $11,000 which did not appear anywhere in the general statement. "Not only was this done, but large sums of money which were expended during the year were carried over in a 'Suspense

account' and did not appear as part of the year's business. Surely it was an easy matter to figure out a 'tidy surplus' if all overdrafts were left out. Last year, however, the ingenuity of the Government was severely taxed, and in desperation they began as early in the year as May 30th to charge to Suspense Account expenditures which should have been charged against the year's business and they carried over such expenditures to the extent of $67,000. The Hon. gentleman opposite knew during the last campaign that this Suspense Account existed. Yet he never took the people into his confidence nor gave a correct statement of the accounts in the Auditor-General's report." The Treasurer proceeded to give a detailed list as follows of expenditures incurred prior to Oct. 31, 1907, not provided for by appropriation, and which, added to the overdraft on Provincial Hospital and Public Works account, made a total of over $400,000:

1. Over-expenditure by Public Works Department on ordinary account	$11,062
2. Over-expenditure per Special advance by Bank of British N. America	67,941
3. Over-expenditure by Crown Lands Department	2,656
4. Expenditures due on Oct. 31st by various Departments and since paid but not then included as liabilities or provided for in any way	65,369
5. Provincial grants paid to various Road Superintendents from 1st Nov., 1907, to Mar. 23rd, 1908, which should have been included as liabilities on Oct. 31st	26,758
6. Accrued interest on Treasury Bills, or London loan, to Oct. 31, 1907	15,181
7. Provincial Hospital overdraft, 1906	22,562
8. Public Works overdraft, 1906	197,065
Total	$408,594

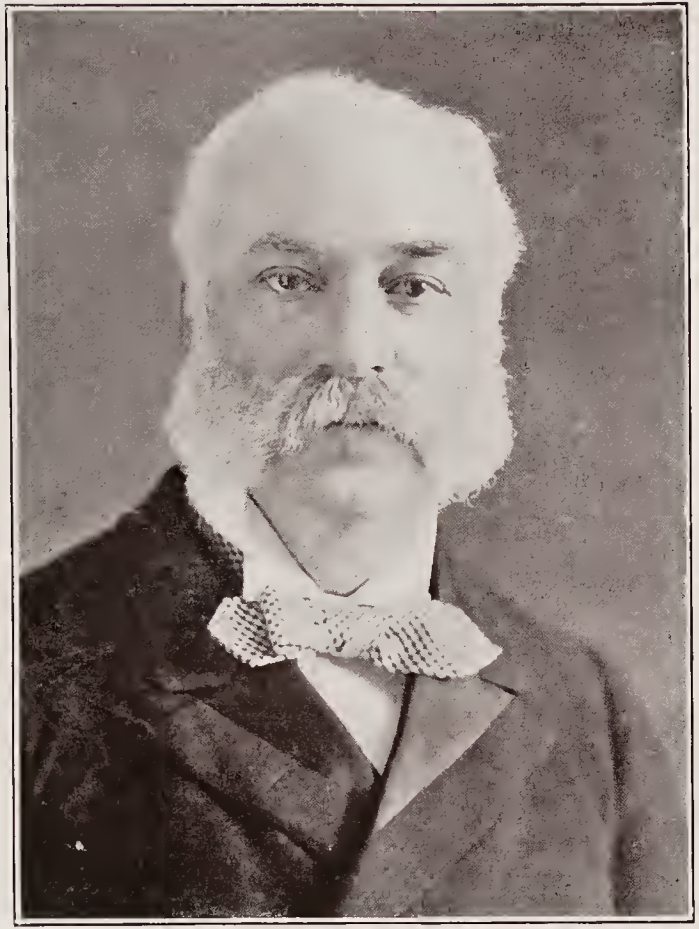
This, Mr. Flemming went on to say, was not a complete statement, bills were still coming in three or four years old, and that very afternoon an account had been presented from the Intercolonial for $47,496 in connection with railway supplies to the New Brunswick Coal and Railway Co. in 1902. An Order-in-Council had authorized payment of this account and yet it had been hidden from sight for six years, with accrued interest of over $6,000! The Treasurer then turned to the stated Liabilities of the Province on Oct. 31, 1907, which amounted, in gross, to $5,565,604. Since then many amounts had turned up which would have to be added to this total including $49,202 in the Public Works Department, $26,758 for the Superintendent of Roads, $11,830 for the Receiver-General account, the Intercolonial Railway bill of $47,496. Besides these there were collateral liabilities which would have to be met and which should have been included long ago in the Government statement—$400,000 on guaranteed bonds of the International Railway, $60,000 on Cold Storage plant account in St. John, authorized expenditures on

Steel bridges of $350,000, a balance of guarantees promised the International Railway and totalling $676,000. These and some minor items made a total liability of $7,248,192. Technically there should be added to this sum the amount pledged for future construction of bridges, under last year's special Act and amounting to $500,000, in addition to the $350,000 for immediate expenditure, and a sum of $2,504,000 on bond guarantees for the St. John Valley Railway project which, however, was not a matter of serious liability because the bonds were to have been first guaranteed by the Canadian Northern Railway Co. The actual and contingent Liabilities of the Province were, therefore, $10,253,192 or double the amount stated by the late Government. Mr. Flemming, on Dec. 31, 1908, was able to state his ordinary income and expenditures for the year ending Oct. 31, as follows:

Expenditures, 1908.		Receipts, 1908.	
Administration of Justice.	$19,770 76	Dominion Subsidies	$621,360 96
Agriculture	21,987 19	Territorial Revenue	343,292 77
Contingencies	14,800 13	Fees, Provincial Secretary's Office	15,275 41
Executive Government	34,734 14	Liquor Licenses, Province's share	19,689 54
Education	238,741 70	Probate Court Fees, surplus	10,000 00
Education—U. N. B.	16,094 48	Succession Duties	32,489 37
Fish, Forest and Game Protection	19,451 69	Taxes, Incorporated Companies	34,494 19
Interest	232,944 91	Miscellaneous	10,136 10
Legislative Assembly	28,260 00		
Printing	11,968 97		
Provincial Hospital Grant	61,208 38		
Public Works	228,133 71		
Stumpage Collection	11,972 04		
School Books	11,588 87		
Miscellaneous	90,539 52		
Total	$1,042,196 49	Total	$1,086,738 34
		Surplus	44,541 85

On the following day Mr. Flemming resumed his speech and first dealt with the Assets of the Province. The balance of $529,299 at credit in Ottawa and the Sinking Fund investment of $166,161 did not require discussion, he said; the item of $24,350 stated as due the Provincial Hospital from municipalities was, he thought, quite uncertain as to value and amount; an item of $36,913 paid for 50,000 acres of Victoria County land was described as a good asset; the sum of $1,150,000 estimated as the value of the New Brunswick Coal and Railway Company was, he thought, erroneous and could only be properly estimated upon the amount of money expended. In reviewing the expenditures for the new year he intimated that many of them were more or less tentative and not yet indicative of the Government's policy. He then referred to conditions shewn in the Auditor's Report:

No reflection was intended upon anyone in the Civil Service but they were working under a system hopelessly bad and he could not understand why previous Governments, composed of men with business knowledge, did not make some changes. To continue a system whereby tens of thousands of dollars were collected and deposited to the private accounts



THE HON. FREDERIC EUSTACE BARKER, M.A., D.C.L.

Appointed Chief Justice of New Brunswick, 1908.

THE HON. CLIFFORD WILLIAM ROBINSON, B.A., M.L.A.

Leader of the Liberal Opposition in New Brunswick.

of officials and where large sums were placed to the credit of Departments, and paid out on the cheque of officials, without any supervision from an auditor, was surely an injustice to the people and to the officials. In this connection he did not blame the late Premier whose occupancy of office had been so brief, but he did blame his predecessors; men who for years had been charged with the responsibility of the Government and had failed to protect the interests of the people. The present Government hoped to correct this so that every dollar received, no matter to what Department it came, would be handed directly to the Receiver-General. They would also provide that all expenditures should be made through the Receiver-General's office—in other words bring the daily income and expenditure of the Province into one office and into one book.

On May 18 Mr. C. W. Robinson replied. He deprecated official attacks upon what was practically the credit of the Province and claimed that the best rather than the worst shewing should be made; in the matter of Exhibitions the payments had always been made after Oct. 31st and, therefore, charged in the current year; game protection in Restigouche County with 180,000 acres of woodland would naturally cost more than in Carleton with its 60,000 acres of fields; interest on the Central Railway account had never been added to the general total but always kept separately and was known to be so arranged. He renewed the claim that the Blair Government of 1883 inherited a Debt of $2,000,000 and that the present Debt was only three or four millions; stated that he would have introduced an Audit Act if returned to power; declared that the late Government had been charged with gross extravagance when it asked for $900,000 for a year while the new one called for over $1,000,000 at the very beginning; stated that the Intercolonial Railway account for $47,000 had been in dispute and therefore had remained unsettled and that the Province had a counter claim against the Dominion Government for $48,000 on account of the double subsidy for the Central Railway from Chipman to Minto. The Hon. H. F. McLeod followed and stated that the Dominion Government had practically refused to pay this double subsidy on account of the condition of the road. They would make an effort to obtain it but the result was doubtful.

Meantime, a special Auditor and chartered accountant of Montreal, Robert Miller, had been examining the Crown Lands Department books and especially its alleged "Suspense Account." In a Report made public on Aug. 1st he traced this matter at great length and in full detail. It appeared that from 1893 to 1906 the sum of $13,686 had been carried in this Department, or in the Receiver-General's office, as a Suspense Account, composed of a number of charges against lumbermen for stumpage dues and partly in the form of overdue notes or unpaid drafts. This account originated in the Crown Lands Department under Mr. L. J. Tweedie and passed with him to the Receiver-General's office where it remained through his Premiership, and until he became Lieut.-Governor in 1906, when he paid the amount to his Deputy in 14 one-hundred dollar bills—less the change. No interest was paid.

Mr. Miller first reported this account to the Surveyor-General and copies of certain correspondence relating to it; received instruction from Hon. Mr. Grimmer to probe the matter to the bottom and to ask an explanation from His Honour; saw the Lieut.-Governor accordingly and submitted to him a series of questions. After his replies had been considered by the Premier the Auditor was instructed to write Mr. Tweedie as follows: "After having duly considered the whole matter your Premier has decided to ask me to call upon you for the interest on this Crown Land suspense account, and I accordingly send herewith interest schedules one and two shewing a sum of eight thousand, one hundred and ten dollars and seven cents ($8,110.07) due." Another conversation at Montreal followed in which Mr. Tweedie differed with the Auditor as to his liability for this interest. In a letter to Mr. Grimmer, after receiving a copy of the Report, the Lieut.-Governor explained the transactions as being in the main overdue stumpage debts which he had carried in the Department so long that he felt the public might consider him responsible and had, therefore, in 1906 paid out of his own pocket. Legally, he denied all responsibility and in one of the cases enclosed a letter from James Robinson of Millerton saying that his own particular liability of $1,604 —included amongst these debts—should have been paid by the late Hon. A. G. Blair, ex-Premier of the Province. The inference in the Conservative press regarding this extraordinary incident was that moneys which should have been paid into the Provincial Treasury were diverted from time to time to other uses by the late Government, presumably political, and that had there been no special audit the facts would not have been disclosed as the Suspense Account had never figured in the reports submitted to the Legislature.

Incidents of Government policy and action during the year must be briefly recorded. On May 13th a delegation asked for the right of franchise for women in Provincial elections and was supported by J. E. Wilson, M.L.A., and W. F. Hatheway, M.L.A. The Premier replied at some length and not altogether favourably, but promised careful consideration. "He had always thought that women would get the franchise when they wanted it and were prepared to assume the responsibility. He thought, also, that the great bulk of women at the present time did not want it. The two sexes each had their own functions and duties, and very many women felt they could do better work along their own line without being burdened with the public work of the country. He had not observed, thus far, any general sentiment among women in favour of the franchise. The question was, perhaps, can women have the rights of both sexes; can they have the rights of men and the privileges of women and at the same time enjoy the exemptions which are now accorded them?" A deputation of mill-owners, manufacturers, and employers, protested on May 21st

against amendments to the Workmen's Compensation Act on the ground of compelling them to pay for accidents as to which they were often not responsible. Delegates from the Workmen's Unions gave the other side. On June 7th it was announced that a contract had been signed with W. J. Gage & Co. of Toronto for the supply of primers and readers up to the eighth grade, to be provided for the public schools of the Province at a reduction of 40 per cent. on the old prices. The contract was for three years, while another contract was signed with the same firm and without time limit to supply scribblers at a 40 per cent. reduction.

A visit at this time was paid to Montreal and Ottawa by the Premier and Mr. Flemming in order to arrange with the Bank of Montreal as to the loan of $1,460,000 which matured on Aug. 15th; and the presentation to the Federal Government of New Brunswick's claim for a double subsidy to the Central Railway—claimed by the Robinson Government as an offset to the Intercolonial Railway account of $47,000 for supplying rails to the Central. It was announced during May that the Government would abolish the payment of "extras" to officials in addition to their salaries. With the intervention of Mr. Premier Hazen in Federal politics, his speeches at Montreal and various Ontario points with Mr. Borden, his vigorous criticisms of Mr. Pugsley in respect to the alleged overdraft of $4,000, came a new phase of the Provincial situation. If the Minister of Public Works could intervene so openly in Provincial politics it would seem that the Provincial Premier could do the same in Dominion politics. But the New Brunswick Liberals did not see it in that light and *The Sun* of Aug. 13th put the matter as follows: "Mr. Hazen won the office he holds by a non-political appeal. He pledged himself to conduct a coalition Government, to ignore Federal issues and affiliations. He was elected, as he has himself admitted, largely by the votes of Liberals who believed that Federal and Provincial politics should be kept apart and who trusted his promises to adhere to this policy."

After the Federal contest was over two bye-elections took place owing to the retirement of B. F. Smith in Carleton and Hon. Donald Morrison in Northumberland to run for the Dominion Parliament. They were defeated and both declined re-nomination for the Provincial House. In Carleton County the Conservatives nominated W. J. Owens, and the Liberals C. W. Upham; in Northumberland, which had early in the year elected two Liberal supporters of Mr. Hazen, a curious situation developed. Mr. J. P. Burchill, an ex-Speaker of the Legislature, was the Liberal nominee with the support of Hon. John Morrissy, a member of the Hazen Government, while Mr. F. D. Swim was the final Conservative candidate as against Ernest Hutchinson whom it was understood the Premier wanted. Mr. Pugsley had just carried 11 seats out of 13 for his party in the Federal contest

and thus got even with those who defeated him on Mch. 3rd. This Liberal success, also, naturally aided the Provincial Liberals and both their candidates were elected on Dec. 1st—the former by 139 majority and the latter by over 200. The complication in Northumberland was increased by the Chatham *World* (Cons.) trying to read Mr. Morrissy out of his place in the Government on account of this campaign and by the Liberals endeavouring to prove the existence of Cabinet dissensions as a result of the situation. Mr. Morrissy stated in *The Telegraph* on Dec. 4 that Mr. Burchill was going to give the Government an independent support; the latter was understood to claim that Northumberland had protested against Mr. Hazen taking part in Federal politics; the Fredericton *Gleaner* (Cons.) on Dec. 3rd frankly attacked Mr. Morrissy's attitude and denounced him for being tricked into opposing his own Government.

Meanwhile, the Highway Act was not proclaimed and time was taken to procure further municipal opinion. At the close of the year Allan B. Wilmot of Sunbury was appointed Immigration Commissioner for New Brunswick. On Nov. 14th a meeting, or Convention, of Liberals was held in St. John under call from the Hon. C. W. Robinson. A number of party men were present. Committees were appointed, and organizing work undertaken. Other incidents of the year included the retirement, on Jan. 8th, of the Hon. W. H. Tuck who since 1896 had been Chief Justice of the Province. On the 28th the Federal Government appointed Mr. Justice F. E. Barker, M.A., D.C.L., who had been on the Supreme Court Bench since 1893, in his place, and Mr. Albert S. White, K.C., Attorney-General in the Emmerson Government, to succeed the latter. The same authorities on Apl. 16 appointed Mr. L. P. Farris, late of the Robinson Government, to be a Commissioner of Police along the route of the National Transcontinental and in December named John Keefe and A. P. Barnhill, K.C., of St. John as a Commission to investigate obstructions in the St. John River. On Aug. 19 representatives of the 200,000 Acadian people in the Province met at St. Basile, in their 6th National Acadian Convention, with Mr. Cyprian Martin in the chair. Among the proposals expressed in Resolutions were the following: The nomination of an Acadian Bishop; more care given to the teaching of French in the schools; more encouragement to the Acadian press and to the Mutual Society of L'Assomption; certain reforms in the Normal schools; the appointment of a Commission to gather old documents, either English or French, referring to the early history of Acadia. A keen controversy took place in July between David Russell and John McKane as to the financial conditions attaching to the former's sale to the latter of *The Telegraph* and *The Times*. In the end the papers again passed into Liberal hands.

Mr. Pugsley's Position and the Central Railway Inquiry

It may be assumed that after his aggressive campaign of March, 1908, Mr. Pugsley did not expect any special consideration from the new Government. If so he was not disappointed. On Apl. 25th he was given a banquet in Montreal by the Reform Club and referred to the needs of St. John as a port and the sympathy felt in Montreal for the fact that its legitimate trade was being carried away to Portland. He did not discuss Provincial politics and asked to be judged by the Federal record which he hoped to make. He declared that it was his policy to advocate a liberal, yet careful, expenditure for public works by the Government. He believed in assisting facilities for transportation, in building wharves and dredging rivers, so that the farmers could get their produce to market under the most favourable conditions. He also expressed the belief that any Government was justified in spending a limited amount on public buildings in quarters where other expenditure was not large so that public taste might be cultivated, citizens stimulated, and the inhabitants of the district made contented with their lot in life.

On May 11, the question of Mr. Pugsley's Provincial overdraft came up in the Legislature and the Hon. Mr. Flemming stated that the balance due the Province by that gentleman at the end of each fiscal year was as follows: Oct. 31, 1901, $2,163.60; 1902, $1,748.54; 1903, $6,227.04; 1904, $7,314.64; 1905, $7,030.64; 1906, $6,605.64; 1907, $4,331.64. This latter amount was repaid by a cheque dated Feb. 27th, 1908, which passed to the credit of the Province in the following month. No interest had ever been paid on this overdraft by Mr. Pugsley but the Deputy Receiver-General was making up the interest account from the daily balances and when this was completed it would be presented to the Minister of Public Works. In this connection Mr. Pugsley had submitted an unsettled account against the Province for professional services totalling $3,670. Later on the amount of interest claimed by the Government from the Minister was stated at $2,077. In a letter to Mr. Flemming on May 28th Mr. Pugsley suggested arbitration by a leading barrister as to the details of his account, and he enclosed a $500 cheque to pay expenses. The offer was accepted with, however, the exclusion of a claim re the Eastern Extension Railway from consideration and A. B. Connell, K.C., was named by the Provincial Secretary as the Arbitrator. To this the Minister objected and, while willing to waive this particular claim, wanted it included for purposes of investigation. He named a number of lawyers from whom he would prefer the Arbitrator to be selected. Mr. Flemming replied on June 25th declining to make any change. "I have heard your arguments many times in justification of the very large sums you charged the Province. I never heard you so much as hint that more money was still due on account of your services in connec-

tion with the Eastern Extension Award. You had years in which to have any claim adjusted between yourself and the late Government on account of this—if any claim existed." There the matter rested until the Federal Elections when Mr. Hazen brought it up on the platforms of Ontario and Quebec and the Minister replied in a public statement on Oct. 26th. "On the 28th of May last I offered the Provincial Secretary to submit it to an arbitrator to be mutually agreed upon, and enclosed him a cheque for $500 to cover the expenses of the arbitration. The Provincial Secretary replied offering to leave a part only of the claim to arbitration and insisted on naming a partisan Tory lawyer as sole arbitrator." At a public meeting in St. John on Oct. 2nd Mr. Pugsley declared that, as a matter of fact, the Province to-day owed him $10,000.

The Central Railway question, to which references have been made elsewhere, was a peculiar matter. The road was a very small one, 45 miles in extent, with a branch line of 15 miles. Built, or started building, many years before this time it had been the subject of innumerable Legislative discussions and an issue in several Provincial campaigns; the recipient, according to Opposition figures, of Provincial bond guarantees and subsidies totalling $870,500, a Dominion subsidy of $70,000 and other sums amounting to $320,000; the creation of a railway said to have heavy grades and light rails with bridges unfit for use if acquired by a trunk line. Since 1905 it had been under the control of Government Commissioners—Senator G. G. King and George McAvity. During the elections a statement by Mr. Hazen was published declaring that, since 1901, $900,000 of public money had been expended upon the Railway with only 24 miles of inferior road to shew for it. When the new Government came into office an Act was promptly passed through the Legislature constituting a Royal Commission of Inquiry with full powers as to calling witnesses, etc. Mr. Justice P. A. Landry of the Supreme Court, Fulton McDougall of the Royal Bank, Moncton, and A. I. Teed, Mayor of St. Stephen, were appointed Commissioners and entered promptly upon their duties.

Meetings were held at various points and H. A. Powell, K.C., was retained to examine witnesses. The Commission sat chiefly in St. John, however, and on July 9 and 10 examined a number of witnesses including W. C. Hunter, Manager of the Railway, who said that 25 miles of the track was in bad shape; A. P. Barnhill, K.C., who represented Mr. McAvity before the Commission, and stated that the men running the road in 1901-3 were the late Judge Trueman, the late G. W. Allen and Mr. Pugsley who was then Attorney-General; J. R. Stone, who described the few books and vouchers handed over to him since being placed in charge by the Hazen Government and the absence of cheques; Mr. Atkinson, accountant, who indicated the lack of any clear or complete bookkeeping; S. A. Corbett, Auditor, who testified as to the missing

books which had not been seen since the Treasurer's death in 1904; James Barnes, ex-M.P.P., of the Barnes Construction, who mentioned more missing books. On July 20 and 22, Senator F. P. Thompson and Sheriff Sterling testified at Fredericton as to some large profits made by selling Central Railway shares; O. H. Sharpe, George Massey, J. W. Spurden and A. H. Fitz-Randolph, managers of local banks at different periods, and W. T. Whitehead, were also examined; Willard Kitchen, a Director of the New Brunswick Coal and Railway Company which absorbed the Central gave evidence chiefly notable for lack of memory; E. M. Shadbolt of the Bank of Montreal, St. John, produced receipts for various bonds delivered to Mr. Pugsley's order as Director for the Government, and to the late A. I. Trueman.

At St. John on the 23rd Mr. McAvity was examined. His evidence shewed that financial transactions of the Company were carried on at the Receiver-General's office in Fredericton, through Mr. Pugsley and George W. Allen at the People's Bank in Fredericton, and at Mr. McAvity's office in Norton. He could not recollect that he had in any way taken steps to become acquainted with the transactions at Fredericton and, although he was President of the Company, he never looked into the business at Norton. He had two Bank pass-books and these were his only books of account. The Auditor had made up a cash-book from the data in his office. Under cross-examination by Mr. Powell the witness failed to give an explanation of several items ranging in amount from $2,000 to $30,000. He said they were all right, and that the auditor, Mr. Corbett, could explain them. The latter was not able, however, to do so, and the Commission adjourned to enable Mr. McAvity to produce detailed figures. During his evidence he stated that he had not taken an active part in the management of the road. After he was elected President the witness said he believed there were no Directors' meetings; at any rate none which he attended. Apart from his control A. I. Trueman, George W. Allen and Hon. Wm. Pugsley had the management of the railway. Negotiations between the witness, as President of the road, and the Government, were carried on with Attorney-General Pugsley or Premier Tweedie. As to the taking over of the Central Railway by the N. B. Coal & Railway Co. he had heard of it, but did not know definitely. All the time he had been President and Commissioner the two roads had been run as one. All moneys were deposited in the Banks and disbursements were made by cheque.

The Lieut.-Governor (L. J. Tweedie), S. L. Shannon, Comptroller of the Intercolonial Railway, Senator King and J. A. Wheaton, contractor, were examined at St. John on Aug. 20th. Senator King, one of the former Commissioners, said he had no connection with the financial affairs of the Railway and could not speak definitely of any expenditures. He had perfect confi-

dence in Mr. McAvity and the manager, and had signed pay sheets, etc., without looking into them very carefully. At this meeting of the Commission Mr. Pugsley was present, expressed various opinions, and asked many questions. He had, under date of June 27th and in response to a request for adjournment, been given particulars as to the coming meeting of the Commission by Mr. Justice Landry and urged to be present if at all possible and to help in the inquiry. "Could you not instruct local Counsel to attend regularly so we may not have to attempt an almost impossibility to secure your presence by adjournments?" A stenographic report of proceedings was to be forwarded. Mr. Pugsley replied with an expression of thanks. "My public duties are, of course, quite exacting and it may be that it will be impossible for me to attend." Mr. F. B. Carvell, M.P., was also present at this August meeting as Counsel for Mr. McAvity. During the proceedings Mr. Pugsley objected to the inquiry going back of 1901. He was entitled to know if it was the intention to do so and, if it was, to give evidence and call witnesses as to the expenditure of moneys.

During Mr. McAvity's evidence on the 21st he testified that the much-discussed item entered in the cash-book as "W. P. $5,000" was a payment on account of loans in connection with the St. John Real Estate Company of which Mr. Pugsley was President. Some interesting correspondence published at this time shewed Mr. L. J. Tweedie, then Premier, as writing on Sept. 14, 1903, to Mr. Barnes of the Construction Company—which afterwards threw up the work—refusing to guarantee any more bonds and stating that he was "not at all well satisfied with the way matters have been managed." E. G. Evans stated that in the sale of the Central Railway he understood he was to receive $180,000, the amount voted by the Legislature, but had only received $140,000. He did not know what became of the difference. On the 22nd James Barnes was again examined with G. G. Scovill, ex-M.P.P., and C. N. Skinner, K.C., and on the following day Mr. Pugsley took the stand as a volunteer witness after Mr. Powell had stated he had no desire to call him. The Minister explained some small sums in question and defended the bookkeeping, or lack of it, on the ground that everything was in the bank-books and cheques. On the 25th he testified again in reference to the general history and finances of the road. To some questions he could give no exact answer. He had received no remuneration as Director; he had simply taken a warm interest in the construction and success of the Railway as a representative of the Government. It is quite impossible in a review of evidence such as this, taken from newspaper summaries as it must be, to do more than indicate the line of the inquiry and the impression given by the evidence. Certainly no decision can be come to or expressed except the perception of loose bookkeeping

methods and careless management; to the Commission* and public opinion the rest must be left.

Education, Temperance and Material Development in New Brunswick

One of the last promises of the Robinson Government to the people was contained in a letter from Hon. H. A. McKeown to the President of the New Brunswick Teachers' Association indicating that if the estimate of $5,000 or $6,000 a year for 20 years was correct the Government would at the next Session introduce a measure providing pensions for aged teachers of $400 for males and $250 for females. This was not, of course, carried out though the incoming Government was not understood to be hostile to the principle. The 18th annual Report of Dr. James R. Inch, Chief Superintendent of Schools, furnished the statistics for the year 1907-8 and referred to the continued difficulty in supplying trained teachers to the country districts as due to (1) objection or inability of rural Trustees and ratepayers to provide adequate remuneration, (2) the reluctance of teachers to go where conditions were unattractive and privations unavoidable, (3) the exodus of teachers to the Western Provinces where higher salaries were offered, (4) a tendency amongst Trustees to close schools so as to avoid District taxation. It suggested a system of Parish assessment for the support of schools so that all property in a District would be taxed for educational purposes, whether the schools were maintained or not; asked for increased Normal School accommodation and endorsed the plea of the New Brunswick University for an increased Provincial endowment; described the enrollment of the four Consolidated Schools in the Province as totalling 694 and shewing no particular progress; mentioned a marked improvement in school buildings and equipments and greater attention as being given to school grounds. The statistics for the school-year, 1907-8, were as follows:

	1st Term.	2nd Term.
Number of Schools	1,828	1,767
Number of Teachers	1,903	1,861
Number of Pupils	58,061	60,395
Proportion of Population at school	1 in 5·70	1 in 5·42
Provincial Grants for Schools	(2 terms)	$182,452
Average Salaries in Schools—		
1. Male Teachers...1st Class..	$663 22	Female Teachers..$396 88
2. Male Teachers...2nd Class..	350 70	Female Teachers.. 286 53
3. Male Teachers...3rd Class..	266 90	Female Teachers.. 217 65

The Report of the University of New Brunswick for the year 1908 shewed an attendance of 147 students of whom 76 were in Arts, and 71 in Engineering. A new Department of Forestry had been opened with 8 students. Prof. M. S. McDonald (Philosophy and Economics) had retired and been replaced by W. C.

* Note—The Report of the Commission was not made public until April, 1909.

Keirstead, PH.D., while Prof. S. W. Perrott, Dean of the Engineering Department, had also resigned and been succeeded by Mr. E. A. Stone, B.A. Funds were said to be needed for a division of the English and Modern Language department and for better instruction in German, in Education, and in History. The income needed was $7,350 and an increase of the present Provincial grant to $20,000 would meet this requirement. "In the year 1829 (eighty years ago) when the population of the Province was 90,000 and the annual revenue less than $200,000 the grant to the University was $8,844.48. Our population is now 331,120 and our annual revenue over $1,000,000. If the University grant had increased in proportion to the increase in population it would now be over $32,000, and if it had increased with the revenue it would be over $44,000. The attendance of students has increased seven-fold and the number of professors from four to ten. The subjects of instruction are more numerous and immensely more complex—requiring large expenditures for laboratory equipment, etc. In one important respect the University is in a position to appeal to the people of the Province much more widely than it did in 1829. Its appeal then was largely confined to one religious denomination; now it appeals equally to students of all religious denominations."

At the annual Commencement ceremonies on May 28 Chancellor C. C. Jones described the past year as a prosperous one. 10 candidates received the degree of D.Sc., 18 that of B.A., 1 received that of Ph.D., in course and 4 that of M.A. The Hon. degree of LL.D. was conferred upon Hon. J. Douglas Hazen, Provincial Premier, Chief Justice E. L. Wetmore of Saskatchewan, and Hon. G. H. V. Bulyea, Governor of Alberta. Mr. James Vroom of St. Stephen was made an Hon. M.A. On Dec. 30 a deputation from the University waited upon the Government, asked for an increase in the Provincial grant to $20,000 and was promised careful consideration. As to other institutions the Board of Regents of Mount Allison University in March appointed Rev. Dr. Howard Sprague to be Dean of its Theological Faculty and Rev. F. W. W. DesBarres as Professor of the English Bible; on May 26th the degree of B.A. was conferred upon 21 graduates, M.A. upon 6 and B.Sc. upon one; while the Rev. G. M. Campbell of St. John was given the Hon. degree of D.D. Rothesay College, a Church of England institution, appointed Rev. W. R. Hubbard, D.D., as its Principal and Charles M. Lawson, B.A., became Principal of the Sussex Schools; the High School Teachers of New Brunswick organized as a Provincial Association on Dec. 30 and the St. John School Board on Mch. 5th voted $250 to keep flags flying over the Public Schools.

The Temperance or Prohibition issue was much to the front in New Brunswick during the year. On Jan. 10 a delegation from the N. B. Temperance Federation waited upon the Robinson

Government and asked for a Prohibitory law to be enacted at the next session of the Legislature. One of the deputation, L. P. D. Tilley, seemed, however, to prefer a well-enforced License law. Much was made of conditions in Prince Edward Island where Prohibition was being tried with what was said to be good effect. Careful consideration was promised. Dr. J. A. Richardson, Bishop of Fredericton, writing to *The Telegraph* of St. John on Jan. 21, defined his position in this matter clearly and in distinct antagonism to Prohibition: "I believe that temperance laws like other laws can only be successfully enforced as they are a crystallization of public sentiment. Good legislation must not only be for the people, but of the people. Wherever and whenever that condition is not met, law will fail of its enforcement. That is, in my judgment, the reason for what I cannot but consider the failure of the Scott Act in any but rural districts. I know that there are here and elsewhere men whom I hold in high honour, who do not admit the failure. I am told that the law can be enforced if the authorities will only do their duty, but I am still sure that that condition cannot be permanently improved until there is a much stronger sentiment in favour of the Act than in Fredericton to-day. Yet with all this I have no hesitation in saying that the present law ought to be enforced, so long as it is upon the statute book. It is to my mind an unwise law, but I believe it is better for a community to suffer by the enforcement of an unwise law, than that the public sense of the dignity of law should be lowered by it becoming in practice non-effective. I should, however, welcome the enactment of a high license law for the larger centres of population in the Province."

On Jan. 23rd a gathering in St. John, composed of leading clergy and laity of all denominations, and members of the Temperance bodies, met and formed an organization styled the New Brunswick Moral and Social Reform Council. Its object was the enforcement of laws, the improvement of moral conditions, the guardianship of those in need of care—temperance, religion and morality. Bishop Richardson was elected Hon. President, Rev. J. H. MacDonald of Fredericton President, and L. P. D. Tilley Secretary. In the general elections the N. B. Temperance Federation made strong efforts to obtain an agreement from candidates to conduct the campaign honestly, to promote observance of the Scott Act, or local prohibition, wherever it was in force, to aid its enforcement after election, to refuse patronage to the illegal dispensation of liquor and to advocate or support legislation aiming at the complete suppression of the liquor traffic. A proportion of the candidates accepted these conditions. On Apl. 29th, in accordance with a Judicial decision, eleven licenses in Fredericton were cut off and on the following day the same city, after a keen contest, decided to retain the Scott Act or local prohibitory law by 763 to 585 votes. Dealing with this subject just

before the voting took place Mr. A. M. Belding claimed that in St. John "licenses do not suppress unlicensed places which exist under the Scott Act; do not prevent the sale of liquor in prohibited hours, including Sunday, or to drunken men, interdicts, women and boys; do not suppress the dive, with its attendant evils or the pocket bar-room, which is chiefly operated on Sundays; do not decrease perjury which is flagrant in the St. John Police Court." The opponents of the Scott Act declared that all these things and worse flourished under its auspices and thus encouraged open law-breaking.

At the Moncton meeting of the Grand Lodge of the I.O.G.T. on July 8th a Report was approved asking the Legislature to submit the question of Provincial Prohibition to a vote of the electorate—"with the distinct understanding that if the majority of those polling decide in favour of Prohibition, the Provincial Government shall introduce at the next session of the Legislature, as a Government measure, an Act to carry into effect the will of the people along lines similar to that of the Prince Edward Island Prohibition Act." To this Resolution was added the statement that no compromise should be accepted and that to help in this respect votes should be given to women. The Maritime Baptist Association meeting in St. John, on Aug. 24th, passed Resolutions calling upon its people everywhere to vote for Prohibition rather than party and declaring its bitter opposition to any form of Government-ownership or control of the Liquor traffic. In Westmoreland County, on Dec. 17, the Scott Act was sustained in its operation by a majority of over 700—after five contests going back to 1879.

In a material sense New Brunswick more or less marked time during 1908 though there were signs of an awakening in several important directions. The area under grains and roots was 358,900 acres and under hay and clover 694,500 acres; the total yield in the former case was 20,314,000 bushels, and in the latter 931,000 tons; the value of the wheat crop was $402,000, oats $2,539,000, potatoes $4,705,000, hay and clover $8,664,000, and of all crops $18,042,000. During the year, according to Federal figures, $35,465 was voted in the Province for various agricultural purposes. The output of coal at Great Lake was an increasing mineral factor and 31,970 tons sold to the Intercolonial Railway during the fiscal year paid 5 cents per ton royalty. In this connection the new Government cancelled the lease which gave 65 square miles of this region to the New Brunswick Coal and Railway Company. American capitalists shewed an interest in these mining possibilities and a new Company commenced coal-mining at Beersville in Kent County. The rich iron mines near the Grand Falls in the Nepisiguit River passed into the hands of the Drummond Mines, Limited, of Montreal, and active development work followed with splendid prospects. In York County

antimony was under development and 70,000 tons of crude gypsum, worth $105,000, were mined near Hillsboro and at other points.

The total mineral production was small but promising. On Dec. 11 a deputation from the Drummond Corporation met the Government and asked for a bond guarantee for a railway from their mines to Bathurst, and also for the right to cut lumber from Crown lands in that vicinity for use in connection with mining operations. They declared the iron deposits of Gloucester to be, undoubtedly, the richest in Canada and that there was already fifty million tons of ore in sight. The Government, after carefully going into the matter, practically agreed to enact legislation granting the concessions asked for by the Company, with certain restrictions necessary to protect the public interests. The St. John Board of Trade on Dec. 7th appointed a Committee to look into the encouragement of immigration and, in this connection it may be said that the first harvest excursion to the West on Aug. 12 included a couple of thousand of New Brunswick people. The exports of the Province for the year ending June 30, 1908, were $26,363,098 and the imports for consumption $10,771,111. It was not a good year in lumbering circles and the shipments from St. John (year ending June 30) were only 61,355,911 feet of spruce as compared with 90,894,094 feet in 1907. As to general conditions an optimistic view presented by Mr. C. W. Robinson, then Premier, on Jan. 1st, 1908, is worth recording: "Let us dream of large pulp and paper mills on the Restigouche, Miramichi and St. John Rivers; iron and steel industries on the Nepisiguit and elsewhere; car-works at Moncton and St. John; a modern dry-dock and the upbuilding of a great national port at St. John; the utilization of the mighty waste forces of the Grand Falls and even our Fundy tides. Our dreams may become realities."

The chief public incident along these lines was the appointment by the Hazen Government, late in May, of a Commission to inquire into Agricultural conditions. It was composed of Hon. D. V. Landry, Commissioner of Agriculture, W. W. Hubbard of St. John, and George E. Fisher of Chatham. Mr. Hubbard had been for 18 years Secretary of the N. B. Farmers' and Dairymen's Association and Mr. Fisher was a dairy farmer on a large scale. In this matter the Government acted upon the fact that little reliable information was really available. *The Telegraph* of May 21st declared that for years the agricultural policy of the Province had been political not agricultural. "The Commission should find out how much there is in the statement that farm help is woefully scarce in New Brunswick. They should learn what wages farmers can pay and, approximately, how many farm labourers and of what kind, can find employment in each county. They should discover whether the extermination

of 10,000 useless dogs would make New Brunswick a sheep country, and whether the farmers advocate and would live up to drastic legislation governing dog-owners. They should inquire as to fruit-raising, in reference to which many of our people are ignorant or discouraged, although some sections of our Province will produce fruit of high grade at a paying profit."

As to general conditions Prof. J. W. Robertson on this date stated at Fredericton that "Agriculture can only be improved by education adapted to it. New Brunswick has great resources hardly appreciated by her own people. Some of these resources are easily exhaustible; others inexhaustible. The forests are exhaustible but also restorable by intelligence; this latter process being really agricultural in its nature. The fertility of the soil is exhaustible but also improvable through intelligent methods while minerals when exhausted cannot be returned. Census figures shew that the capital invested in agriculture in New Brunswick is $51,000,000. From this $12,000,000 to $15,000,000 are earned annually. The forests yield $10,000,000, fisheries $4,500,000 and mines $500,000." It may be added here that the live stock of New Brunswick on July 31st, 1908, totalled 67,100 horses, 127,419 milch cows, 123,081 other cattle, 230,502 sheep and 98,062 swine. The Fisheries in 1907-8 realized $5,300,564.

The Commission commenced its travelling operations on June 23rd at Woodstock and up to the end of July visited five places in Carleton County, four places in Victoria, three in Madawaska, five in York, three in Sunbury, four in Charlotte and three in St. John. The Commissioners asked many questions—the number of farms and cleared acres in a district, the vacant farms, how much cleared land on each, the estimated value; the number of farms for sale, the total acreage last year in hay, oats, wheat, etc., the garden produce, and number of apple trees. Another set of questions asked the number of cattle in the district, how many milch cows, names of breeds, etc.; also the numbers and breeds of swine, sheep, fowl, turkeys and ducks and the difficulties in the way of keeping sheep. As to dairying, the number of farmers sending milk or cream to cheese or to butter factories was asked for with the number of head of stock sold or slaughtered since Nov. 1, 1907, and how much cream or milk was sold for city consumption. Inquiry was made as to employees on farms in number, wages, etc.; as to apple-raising conditions, poultry-raising, use of commercial fertilizers; regarding drainage, agricultural societies, institutes, and exhibitions; as to bees, pulp-wood supplies and markets, lumber conditions, prices of fuel; opinions regarding the teaching of agriculture in schools, the location of minerals, the kinds of seed used. The range of inquiry was in fact wonderfully wide.

Speaking at the opening meeting of the Commission the Hon. Mr. Landry said that the inquiry was intended to discover, with

the assistance of those most interested, the needs of agriculture in the Province and to evolve a progressive policy to meet the situation. He made it clear that if the Commission's work was to bear fruit, the inquiry must have the co-operation and support of the agricultural interests in every County. During these meetings there were all kinds of opinions expressed; many of them the careful and concise product of matured experience and obvious intelligence. At Woodstock Mr. N. F. Phillips, a Shorthorn-breeder, asked for the extension of Fat Stock shows, a yearly Government sale of pure-bred stock contributed by New Brunswick farmers, a small grant to agricultural societies for the encouragement of home-made commercial fertilizers in order to save the money now sent out of the country. At Centreville, in Carleton, Mr. G. W. White said that his boys and the boys of many other farmers had, in his opinion, been "educated off the farms." It seemed that when a boy got some education he wanted to go into some other line of business. The district of Knoxford was an illustration of what young men could do who would devote their attention to farming. "I believe there is no better or more independent business in the world. Farmers can make more money by feeding stock than by selling hay and grain and in doing so will also keep up the fertility and the value of their soils." Mr. Edward Gilmore drew attention to another problem: "At the present time a farmer who hires a man for haying or harvesting is entirely at that man's mercy. A man can leave, and the crops be left to destruction, without any recourse on the part of the employer." Mr. G. E. Baxter stated that "the farmers at present on the land do not take kindly to stock raising." He doubted if they ever would and recommended that courses in agricultural work be made available at the University and perhaps elsewhere in the Province. "Teaching of this nature must be given in the rural schools and high schools if our coming farmers are to be more successful than those now on the land." He believed in the poultry industry. "If our 50,000 farmers will each raise, on an average, 50 chickens for sale, it will give an output from the Province of 2,500,000 chickens, and bring an income of over $1,000,000. Up-to-date poultry plants, illustrating how chickens can best be reared and fattened, should be established at Fredericton." The Commission during August and September visited Restigouche, Gloucester and Northumberland Counties.

Government and Legislation in Nova Scotia

There were no changes during 1908 in the management of Nova Scotia affairs and the Murray Government, which had been in power since 1896 with a very large majority, met with no particular difficulty in political matters. An interesting incident of the year was the celebration of the 150th anniversary of the organization of Nova Scotia's little Legislature of 19 members on Oct. 2nd, 1758—the first Parliament of the external British

Empire. In the Legislative Council on Mch. 16 the Hon. J. N. Armstrong had inquired of the Government as to what was being done in the matter of honouring this event and Hon. J. M. Mack for the Government said it had not been seriously thought of as yet but no doubt some action would be taken. Meantime, under the auspices of the Canadian Club of Halifax and with the assistance of Sir Sandford Fleming by certain gifts of land and money, steps had been taken to erect a Memorial Tower on a site overlooking the City. The Halifax Board of Trade met on Apl. 6th to discuss the subject, various suggestions were made and a Committee appointed to arrange the form and details of the celebration with Mr. Justice Drysdale as Chairman and G. E. Faulkner as Vice-Chairman.

It was finally decided to place a Memorial tablet in the lobby of the Provincial Building and to formally lay the corner-stone of the Memorial Tower. The first ceremony took place on Aug. 19th when the Lieut.-Governor (Hon. D. C. Fraser) performed the unveiling ceremonies and addresses were also delivered by Judge Drysdale, Chief Justice Townshend, Hon. J. N. Armstrong, the Lieut.-Governor of Prince Edward Island (Hon. D. A. MacKinnon) and its Premier, Hon. F. L. Haszard, the Hon. W. A. Weir representing Quebec, Hon. J. D. Hazen, Premier of New Brunswick, and the Premier of Nova Scotia—Hon. G. H. Murray. The most distinctive references in these speeches were Mr. Weir's unstinted eulogy of Joseph Howe as having won by peaceful means what Ontario and Quebec leaders had tried to obtain by sedition and Mr. Hazen's picture of coming Western influence in the Dominion and the necessity of "United Acadia" standing together to prevent any further decrease in its representation at Ottawa. The second ceremony occurred on Oct. 2nd when the corner-stone of the Tower was laid by the Lieut.-Governor, and Sir Sandford Fleming presented His Honour with a deed of gift to the property surrounding the Memorial for purposes of a City Park. Mr. J. A. Chisholm, President of the Canadian Club, presided and a cablegram of congratulation upon the anniversary was received from the Earl of Crewe, Colonial Secretary, and from Lord Strathcona with, also, a telegram from Lord Grey wishing success to the Committee in its efforts to raise the necessary money. Many other messages were received from Governors, Premiers and public men.

The second Session of the 34th Legislature was opened by the Lieut.-Governor on Feb. 13th with a Speech from the Throne in which he referred to the past year as, upon the whole, a prosperous one for the Province; stated that a number of technical schools had recently been opened in various industrial centres and that the Nova Scotia Technical College would probably be completed by the end of the year; mentioned the coming into force of the Act introducing new methods into the maintenance

of Provincial roads and improvement of highways; stated that the new Department of Industries and Immigration was gradually making the Province better known abroad and that extensive surveys were practically completed upon the line of the proposed Halifax and Guysborough Railway; hoped that financial conditions would soon permit of a contract for the construction of this road being made upon reasonable terms; expressed pleasure at the increased Dominion Subsidy and promised more liberal provision for certain public services of which the first would be fixed allowances to school teachers instead of the uncertain payments of late years; promised legislation providing for an official record of births and deaths.

Before the debate on the Address began Mr. C. E. Tanner, K.C., Opposition Leader, called the Speaker's attention to the fact that in March, 1907, two seats were vacant and that under the Provincial law, when this occurred, elections were to be held simultaneously; that one of these vacancies had not been filled for nearly three months after the other and that this neglect was "a flagrant violation of the rights of the Assembly." The Premier's reply claimed that the matter was purely technical and that one of the vacancies was due to the necessary re-election of a member upon entering the Government. Later, it was found that one of them had not technically existed when the writ for the other was issued. The Address in reply to His Honour was moved by G. E. Faulkner and seconded by Dr. H. A. March. Mr. Tanner followed in a vigorous attack upon the Government for its attitude toward the Prohibition movement—especially its opposition to such a law in Halifax. He congratulated the Premier upon at last waking up to what the Opposition had been urging for years—the possibility of a reformed road policy. But Provincial Prohibition was the burden of his entire speech and he presented a Resolution declaring that "the Government should immediately deal with that vital subject by means of a Provincial prohibitory measure, and press for Federal legislation prohibiting importation into and manufacture in the Province." Mr. Premier Murray replied very briefly expressing preference for a well-enforced Scott Act over a Prohibitory measure which could not be enforced.

Mr. C. S. Wilcox (Cons.) supported his Leader and the Hon. O. F. Daniels followed in a word picture of the Government's policy during the past 12 years. Technical schools, improved common schools, the creation of County Academies, a Technical College, the assumption of responsibility in building the larger bridges and then of the smaller ones and the consequent relief of municipalities, the improvement of roads, the efficient management of finances, increasing revenues through wise legislation such as that of the coal royalties, the effective work of the Liquor License Act where the Scott Act was not in force, were the chief

items of policy dealt with. Mr. Wilcox, speaking again on Feb. 17th, declared that the schools tried to do too much and that the curriculum was over-loaded; described the loss of population through emigration, the closing of schools for various reasons, the decline in the productiveness of farms; declared that it was necessary to make farm life more attractive and suggested telephones as a convenience that the Government should try to give the farmer with, also, lectures on farming, to be given by men from the Agricultural College in all possible localities; proposed exemption of farm stock from taxation. Mr. Tanner followed in a speech which in a general way, favoured Government telephones and cheaper school books; supported railway extension in Cape Breton, the building of the Guysboro Railway and the taking over of the branch railways as part of the Intercolonial system. He also suggested "harnessing the tides of the Bay of Fundy" as a means of providing power for industrial purposes.

Mr. E. H. Armstrong's reply may be summed up in the statement that Howe gave the Province constitutional government, Tupper gave it free schools, Murray gave it Technical education. Means were limited but time might bring much that the Opposition now talked of but could not perform even if they were in office. With a brief speech from the Premier the Address passed on Feb. 18th, after Mr. Tanner's Prohibition amendment had been defeated on the 14th by 19 to 5 votes. This latter issue was prominent in the Province as well as in the Legislature. On Jan. 21st the Nova Scotia Temperance Federation met at Truro and Resolutions were passed in favour of Provincial Prohibition, of pressing the policy upon the Government and, in the meantime, of demanding better Provincial machinery for "the thorough and uniform enforcement of all Temperance legislation." On Feb. 25th a large delegation representing this body waited upon the Government with an elaborate statement of existing conditions and a strong demand for action. The document read by the Secretary, Rev. H. R. Grant, called for Provincial Prohibition with Government enforcement. It claimed that the existing law was ineffective and that there was an element of weakness in the fact of having three laws in the Province—the Nova Scotia License Act, the Halifax License Act, and the Scott Act. It alleged that the License law was "most shamelessly violated" in the City of Halifax by the liquor dealers and by the City Council. It claimed also that drunkenness was on the increase in Halifax. The existing License and Scott Acts were objected to on the ground of difficulty of enforcement by local authorities and internal defects —the legislation of 1907 being declared "practically useless." The Premier replied briefly and to the point:

He did not want any misunderstanding as to the policy of the Government, viz., that no Prohibition could be effected without Federal legislation which alone could prohibit the manufacture and importation.

That, under any law passed by the Provincial Legislature, could not be effected and was not the kind of Prohibition he desired to see. The policy of his Government was to retain the Scott Act and to have it so amended as to bring about the ideal condition which every honest Temperance man desired. In his opinion, it would be a mistake to repeal Federal legislation at present on the statute books. This legislation should be made the basis of certain well-considered amendments which would effectually prevent the manufacture and importation in counties which adopted it. If public opinion was behind a Prohibitory measure of the character proposed by the Delegation it was desirable that we should have genuine prohibition. He felt that it was wiser to approach the Federal Government and ask them to amend existing Federal legislation which, the Parliament enacting it, and the people adopting it, at one time believed would effectively prevent the sale of liquor. While the Scott Act was a splendid piece of temperance legislation, the experience of some years shewed that it did not bring about the results which were hoped for, and it was fair ground to take that they should ask the Federal Government to amend their own legislation in a direction which would give it the effect it was originally designed to have.

Mr. Murray concluded by promising to press this policy upon the Federal authorities, asking the Delegation to stand behind him in the matter and inviting the formation of a Temperance Committee to consider amendments in existing Provincial legislation. On Mch. 23rd Mr. C. E. Tanner moved in the House to endorse a Resolution passed in the 1907 Session which asked for a Federal amendment to the Scott Act providing against the importation of liquor into counties where that law was in force. His motion was carried unanimously after several speeches, in one of which Mr. C. F. Cooper declared that Provincial Prohibition meant that any man in Nova Scotia could legally keep his cellar filled with whiskey, wine or beer, and drink legally from morning to night as a result of the free importation of liquor. In the House on Mch. 30 another discussion was provoked by Mr. Tanner—this time on the enforcement of the Nova Scotia Liquor Act. He proposed an amendment permitting prosecution of those who shipped liquor into Scott Act counties before Magistrates in those counties. It eventually became law. On July 18th the House of Commons passed an amendment to the Canadian Temperance Act (Scott Act) which prohibited the sending of liquor into any of the ten counties in Nova Scotia then under the Act. Addressing a meeting in Halifax on Sept. 27th the Rev. Dr. J. G. Shearer denounced the absence of law enforcement in Halifax and claimed that "sixty-four bar-rooms, with shop licenses which expressly forbid selling for consumption on the premises, are doing business in direct violation of Section 63 of the License Act." Why, he demanded, did not the City Council enforce the law?

A matter of public interest during the year was the discussion of Old-Age pensions. Under the legislation of 1907 a Royal Commission, composed of Walter Crowe, K.C., of Sydney, Hon. R. Drummond of Stellarton, S. B. McNeil of Glace Bay and W. Hodge of Springhill, studied the question and its report was presented to the Legislature on Feb. 24th. The Commission did not

think that any general scheme of pensions for all workmen was possible, on account of the limited resources of the Province, but it suggested a means of providing for Nova Scotia miners in their old age and for the re-organization of the Miners' Relief Societies. Based upon its suggestions the Premier on Apl. 3rd moved the 2nd reading of a Bill incorporating the Nova Scotia Colliery Workers' Provident Society and creating an Old-Age Pension Board. He stated that the receipts of the existing Miners' Relief Societies had been $65,000 in the past year and that $60,000 of this had been distributed to widows and orphans. About 8,000 out of the 12,000 miners in the Province contributed to these Societies, and their total of surplus funds was estimated at $40,000. The Act, later on, became law but only subject to proclamation after it had been fully discussed by the miners and operators. Under this legislation every person employed in or about a coal mine was to be a member of the Provident Society provided he did not suffer from any chronic disease. When 30 persons were employed in any one coal mine a branch of the Society was to be formed. For general administration a Board consisting of the Commissioner of Works (Chairman), the Provincial Treasurer (Treasurer) and the Deputy Commissioner of Works, was to be constituted, with a member selected yearly from the officers of the coal-mine owners, and two members appointed for a term of three years by the branch Societies.

The powers of the Board included the preparing of a constitution for branch Societies and the supervision of their work; the formulation of a scheme providing old-age and total disability pensions for members; and the determining of the sums to be contributed in aid thereof by the miners and the mine-owners. The Board was to have the custody of all funds in excess of $1,000 in the hands of any one branch; coal-mine owners were to retain from wages the monthly dues payable to the branch by every miner or member and also the monthly contribution payable by each member to the Pension Fund; the management of the affairs of the local Branches was to be in the hands of a Committee of seven. The Governor-in-Council was to contribute 12½ cents per month for each member of a branch Society, up to an aggregate sum of $18,000 and a similar monthly contribution to the Old-Age Pension and Total Disability Fund. Mine-owners were required to pay 6½ cents per month for each member of a branch Society and the sum of 75 cents per year for each member in aid of the Old-Age Pension Fund. The establishment of an Emergency Fund, against cases of serious disaster, was provided for; the fund to be available for the support of widows as soon as it amounted to $50,000; and for the support of children of deceased members as soon as it amounted to $100,000.

In this general connection a separate measure placed the funds of Miners' Relief Societies, over $1,000, in the hands of the Gov-

ernment. A deputation from the Provincial Workmen's Association, on Mar. 25th, asked the Government for an eight-hour day, a Commission to inquire into the high cost of living, a Miners' Board for the granting of certificates, and a specific payment to the families of all men killed in collieries. On May 12 the appointment of a Royal Commission to investigate the question of an eight-hour day was announced composed of Rev. Dr. Magill, President of the Halifax Presbyterian College (Chairman), D. W. Robb of Amherst and Harry Macdonald of Glace Bay. The Commission was appointed to inquire into and report upon the economic effect of a limit to the working-day for workmen employed in various industries of the Province of Nova Scotia, with special reference to the effect of such limitation upon production, wages, employment, export trade, and Canadian industries—regard being had to the different conditions obtaining in different districts—and the amount and cost of production.

In the Legislature on Mar. 22nd Mr. Premier Murray presented his annual Financial statement. In the year ending Sept. 30, 1907, the Receipts were $1,438,116 as compared with his estimate of $1,483,888; the expenditure was $1,539,168 or a deficit of $100,000. This deficit was due in part to coal royalties which only amounted to $633,933 as against an estimate of $725,000 which had been based upon the ordinary rate of increase; and in part, also, to the expenditures being $55,000 more than was estimated. The other receipts included $36,000 from Crown lands, $28,600 from licenses, fees, etc., $65,493 from the Nova Scotia Hospital and $14,166 from the Victoria Hospital, $65,112 from Succession duties, $111,847 from the Halifax and S. W. Railway mortgage, $432,605 from the Federal subsidy. The expenditures included $57,460 upon agriculture, $7,830 for Criminal prosecution and $9,607 on Crown lands, $13,074 in road moneys, $306,883 upon debenture interest, $279,736 upon Education, $64,884 upon special interest account—chiefly upon renewal of $1,095,000 Treasury Bills in London—$61,379 upon Legislative expenses and $39,385 upon Mines, $14,851 to Miners' Relief Societies and $63,831 in the Provincial Engineer's office —chiefly surveys, $14,655 upon Public Printing, $188,400 upon public charities, $83,679 upon the smaller bridges, $64,009 upon steamboats, packets, and ferries. There was also a capital expenditure upon bridges, hospitals, Halifax and South-Western Railway, etc., of $754,512. The receipts for the year ending Sept. 30, 1908,* were $1,783,467 and the expenditures $1,624,759—a surplus of $160,000.

There were several other important matters dealt with during the Session. Bills were passed providing for the better registration of births and marriages; for the protection of sheep by taxing dog-owners $1.00, or more, for a Fund to pay any damages caused

* Note—Statement in Legislature on Mch. 25, 1909.

to sheep-owners in such connection; for consolidating and amending Provincial legislation regarding agricultural affairs; for improving the Highway Act and the Act relating to Road and Bridge Grants, granting further aid to Agricultural Societies, and consolidating the Game Act. An amendment of the Mines Act intended to give greater certainty to mining titles was presented by Hon. Mr. Chisholm and passed into law; the Premier submitted a measure granting certain assistance to poor school sections in the Province and another increasing the Sessional indemnity from $600 to $700—which was voted against by the Opposition of five. Mr. C. S. Wilcox on Mch. 5th asked for better fire protection in schools and on the 24th presented, for purposes of discussion, a Resolution in favour of an official inquiry into the best means of conserving the Forest assets of the Province, the practicability of Forest reserves and tree planting. Pending such action he urged that no further leases or grants of Crown lands be given except for farming purposes. Mr. M. H. Nickerson also presented a Resolution, which was discussed at length, looking to the appointment of persons to inspect fishing settlements, collect statistical information and make known to fishermen the latest methods of work—in short a Provincial Fisheries Bureau. Mr. R. M. MacGregor tried but failed to carry a Bill giving municipalities power to prohibit motor vehicles on the roads during certain days of the week.

On Mch. 27th Mr. E. H. Armstrong moved a Resolution in favour of Federal acquisition, by purchase or lease, of such branch lines of railways now connecting with the Intercolonial as would serve for direct and profitable feeders to its traffic. He stated that, in this connection, the Dominion Atlantic Railway had received Dominion assistance of $2,105,337, Provincial aid totalling $970,507, and municipal aid of $213,685; the Halifax and South-Western Railway system had received, respectively, the sums of $1,442,843, $1,366,957 and $15,338; other and minor roads had been given a total aid of $755,943, $704,540 and $64,600. Altogether these Nova Scotia lines had a mileage of 631 and had cost the Province $2,980,000. The favourable feeling as to this proposal was, undoubtedly, growing steadily since the Halifax *Chronicle* had first taken it up and Mr. Emmerson had urged it in Parliament. The Premier during the debate approved the Resolution, which passed unanimously, and was inclined to support the building of branch railways by the Province direct if they could be operated as parts of the Intercolonial. Another Railway matter was brought up by Dr. J. F. Ellis on Apl. 1st. He wanted better transportation facilities for Eastern Nova Scotia where mines and fisheries and the call of tourists all demanded more railways. Dr. A. S. Kendall of Sydney presented on the 9th, the claims of Cape Breton in this connection: "While the Provincial Treasury had been drawn upon to the

extent of $2,230,000 by way of subsidies for railways on the Mainland and $1,734,000 had been paid for interest upon the subsidies, and these amounts, together with the loans to the South Shore Railway constructed by the Mackenzie and Mann Company, aggregated the sum of $6,065,000; the whole amount paid out in subsidies and interest for railway construction in the Island of Cape Breton had only amounted to the sum of $474,000. One dollar was expended by the Local Government for railways in the Island of Cape Breton for every $12.25 expended for the same purpose on the mainland." In the course of the ensuing debate Mr. Tanner placed the total amount expended upon or advanced to the Halifax and South-Western system at $5,523,636 and contended that it was more important to Nova Scotians to have the great coal fields and iron industry of Cape Breton developed than it was to watch the wheat fields of the West grow. The Premier summed up the debate by saying that much of this importance attached to the Dominion Coal and Steel Companies and, so far as it was their business, they should bear the responsibility.

A prolonged and stormy discussion took place on the 13th as to alleged partisan management in the Victoria Hospital at Halifax and the failure of Sir Robert Weatherbe, lately Chief Justice, to have his son appointed on its staff. The Legislature was prorogued on Apl. 16th. Incidents of the year included the coming of 1,000 immigrants to the Province under the auspices of the Salvation Army; arrangements between the Nova Scotia Department of Immigration and the Interior Department at Ottawa for the friendly direction of suitable settlers to Nova Scotia; the demand of the Provincial Fishermen's Union asking for the same protection and encouragement to that industry as was given to agriculture and other occupations and for an Old-Age pension fund for fishermen; the appointment in February of Mr. Amos B. Etter of Amherst to the Legislative Council and R. B. H. Davidson as High Sheriff of that County; the selection of George W. Kyte of St. Peter's as a King's Counsel and of H. E. Kendall, M.D., of Sydney, as a member of the Provincial Medical Board; the appointment of Sir Charles Fitzpatrick, Chief Justice of Canada, Hon. C. J. Townshend and Hon. A. Drysdale of the Nova Scotia Supreme Court, as a Commission to determine certain municipal claims in respect to the Eastern Extension Railway; the incorporation during the year of 77 companies with an authorized capital of $13,034,000.

Natural Resources and Development in Nova Scotia

Nova Scotia is the one Atlantic Province which has of late years made substantial progress in the development of its important natural riches. The growth of its great industry at Sydney, the creation of immense steel plants, the erection of factories in many increasingly prosperous centres, the not always wise exportation of timber resources, were elements of his-

tory in 1908, as they had been for some years before that time. According to the Halifax *Chronicle's* annual estimate (Jan. 1, 1909), the production of coal during the year had totalled $16,200,000 in value and that of coke $2,000,000; the value of sundry minerals, $1,212,000; that of pig-iron, steel and steel manufactures $13,337,000; that of the fisheries $8,000,000 and of manufactures, ships and freight $38,000,000; that of the forest product was $2,000,000 and of the farm $26,500,000. This total of $107,249,000 was ten millions ahead of the 1907 estimate. According to a Report issued by Mr. Premier Murray the immigrants of the year numbered 4,919 of whom 3,350 were men. There were 377 farmers amongst them. Some of these people, however, did not remain in the Province, many Nova Scotians went to the West, a number of former residents, living in the United States, returned and took up farming again.

Of the mineral wealth of Nova Scotia there could be no question. Its great coal seams, a gold area estimated at from three to five thousand miles in varying degrees of value, its immense supplies of gypsum, and limestone enough to supply the steel markets of the world, its abundance of lead, its growing steel industries, had all become pretty well known in 1908. In and around the Dominion Coal Company's mines in Cape Breton it had been estimated that there were 600,000,000 tons of workable coal and official figures of production for the Province by decades shewed 4,937,379 tons in 1861-70; 7,317,430 tons in 1871-80; 13,910,136 tons in 1881-91; 20,552,526 tons in 1891-1900; 46,000,000 tons (estimated) in 1901-1910. Under the Provincial royalty system these mines between 1899 and 1908 contributed $5,500,000 to the Provincial revenues. The official Nova Scotian figures do not give values but in the year ending Sept. 30, 1907, the total production was 5,730,660 tons and in 1908 6,299,-282 tons. Of this latter total 510,331 tons were sold to New Brunswick, 1,950,632 tons were consumed within the Province, 207,062 tons went to Newfoundland and 63,331 tons to Prince Edward Island, 2,047,638 tons went to Quebec and 499,634 tons to the United States.

Of other minerals the production in 1908 was as follows: Pig-iron 326,303 gross tons, iron-ore (including imports) 902,475 net tons, limestone 484,685 net tons, coke 505,000 net tons, gypsum 242,535 gross tons, gold 11,990 ounces, bricks 23,000,000 in number, building-stone 45,500 net tons, cement 44,529 barrels, drain-pipe 300,000 feet, copper 28,800 pounds and a small total in copper-ore, grindstones, moulding-sand and antimony. During this year the Dominion Iron and Steel Co., the Nova Scotia Iron and Steel Co., and the Londonderry Iron and Mining Co. received $65,294 from the Dominion Government in bounties. An important incident of 1908 was the invasion of the Quebec market for Nova Scotia coal by United States operators—a stated import

from the Republic of 432,000 tons in 1908 as compared with 51,000 tons in 1906. Against American coal there was a duty of 53 cents per net ton but neither this nor the favourable geographical position of the Provincial mines seemed able to offset the cheaper cost of production in the United States. Mine-owners in Nova Scotia, therefore, demanded higher duties, a part of the press insisted that enough aid had already been given this industry, a movement was in progress and grew in strength during the year for absolutely free coal. A point in the matter was the high price of living in the coal regions which was helped by the absence of an effective farm population and consequently cheaper supplies; another factor was the coming of the United Mine Workers of America and the determined effort of that organization to obtain control of the Miners' unions.

As to production in detail the Dominion Coal Company had an out-put in 1908 of 3,519,489 tons; with about 8,000 employees and 25,000 people dependent on the industry; with twenty steamers employed in its shipments of coal, control of the Black Diamond line of steamers, and operation of the Sydney and Louisbourg Railway. The Acadia Coal Company of Pictou County in 1908 shipped 320,000 tons, the Intercolonial Company 245,000 tons, the Cumberland Railway and Coal Co. 358,000 tons, the Inverness Railway and Coal Co. 260,000 tons and smaller concerns the balance of the total shipment. The Nova Scotia Steel and Coal Co. of New Glasgow had an output of 725,000 tons of coal; its production of iron-ore was 360,000 tons, of steel ingots 52,000 tons, of coke 90,000 tons, of limestone quarried 51,000 tons, of pig-iron made 55,600 tons, of steel billets (rolled) 53,000 tons, of steel bars, etc., 45,600 tons. The Dominion Iron and Steel Co. shipped during the year 274,600 tons of pig-iron, steel blooms, wire-rods, and steel rails, it mined 556,000 tons of iron-ore, consumed 800,000 tons of coal, made 262,000 tons of pig-iron, 277,000 tons of steel, 153,000 tons of rails, etc.—a greater production than in any year since starting business—with gross earnings of $2,613,815 for the year ending May 31, 1908.

In Agriculture the year under review was a good one and included a large crop of hay, fair crops of potatoes and grain, a good condition in live-stock and an unusual crop of apples; even for the wonderful producing valleys of this Province. Prices for the latter and for hay were not satisfactory but the prices of other important crops were high. According to the very close estimate in the Halifax *Chronicle* (Jan. 1, 1909) the value of the Provincial crops, including fruit and vegetables, was $19,909,750 and of stock products—dairy, animals, poultry and eggs—$12,000,000. The official Dominion figures shewed a total area under grain, hay and roots in the Province of 900,100 acres with a product valued at $20,084,000 and including grain valued at

$2,600,000, potatoes at $3,311,000 and roots at $2,108,000, hay and clover at $11,242,000. Of Live-stock there were in the Province in 1908 67,100 horses, 127,419 milch cows, 123,081 other cattle, 230,502 sheep and 98,062 swine. As to other and general conditions Principal Cumming of the Nova Scotia Agricultural College may be quoted here in an optimistic view: "The soil of the average Nova Scotia farm is, to-day, in about the same condition as was the soil of Danish farms forty years ago. By following somewhat similar lines, Nova Scotian farmers could make of this Marine Province a country fully equal to modern Denmark. Even at present we know of farms in Nova Scotia on which there was realized last year over and above running expenses, an amount equal to $25 for every acre owned. We know of much higher returns from small orchard and fruit and market garden areas. We could also point to many farms from which there has been marketted over and above the necessities of livelihood, amounts running from $10 to $25 per acre. All that is required to make of Nova Scotia another Denmark is to apply to all our farms the same up-to-date business methods which are at present resulting in some of our farms far surpassing the average of Denmark." Speaking to the Canadian Club at Halifax on Dec. 4 the Principal went into most elaborate details:

> It is satisfactory to Nova Scotians to know that the Province has a capacity of five times as much productive land as is now under the plough and, considering that the land under cultivation now does not yield more than half of the amount it is capable of yielding, at least ten times its present production. Now Nova Scotia farmers have a very attractive market to cater to. At the present it is far from supplied, much produce being shipped in from other Provinces of the Dominion. This condition has led to very high prices, and a guaranteed sale for everything produced on the farm. As to exports we are at present confining ourselves to apples and some butter, eggs, potatoes, turnips, strawberries and mutton. But should an over-production occur we have every possible facility for shipping to Europe, South America and other countries of the world. The markets open to Nova Scotia farmers are unlimited and should inspire us to greater production.

As a remedy for ills complained of, as a means of developing rich resources, the speaker dealt at length with the Nova Scotia Agricultural College, its valuable work and increasing attendance; the travelling dairy schools, travelling lecturers, the Model Orchards, the agricultural societies, Provincial exhibitions and fairs—all under Government encouragement. The College had 175 students early in the year with a larger number expected for the coming season. Amongst these students were 16 from Prince Edward Island and the Premier (Mr. Murray) speaking at Truro on Jan. 9th said that it was the Government's policy to encourage attendance from all the Maritime Provinces. The other side of the agricultural picture was brought up by the Conservative Opposition in the Legislature on Apl. 2nd when Mr. C. E. Tanner denied the efficiency of Government aid, and spoke of the steady

decrease in agricultural population with 50 per cent. of the farm products required in the Province being imported from outside. On Jan. 21st preceding Mr. George Johnson, late Dominion Statistician, had pointed out in the press that in the Census of 1891 there were 64,643 occupiers of farm-lands in the Province and in that of 1901 only 56,033. Since the latter year conditions had improved but the curious spectacle of farms abandoned—more for social and economic reasons than agricultural ones—was in 1908 still too common.

Fruit farming in Nova Scotia has always been an asset of the agriculturist but one which has never been fairly developed. Climate, soil, nearness of markets, a line of production which exactly suited the United States demand—all these the Province has. Latterly, the culture of fruit has become more general and in apple-growing particularly Nova Scotia has risen to the first rank. The Cornwallis and Annapolis Valley region in 1908 had an export trade of $2,000,000 and there were at least 250,000 fruit trees planted during the year in the Province. A careful estimate of cost and product in the *Canadian Gazette* of Nov. 19th claimed that for $3,650 a man could acquire, plant, and operate 25 acres of land for 12 years and realize a return of $165,500. Figures were quoted from nine orchards by Mr. J. W. Bigelow, for many years President of the Nova Scotia Fruit-Growers Association, shewing a net return per acre of $174 and earnings of 28·50 per cent. on the investment. Of the famous Annapolis Valley it may be described as 100 miles long by 5 to 15 miles wide, and from it over 600,000 barrels of apples are yearly exported with only a small part of its area under cultivation. A very fine exhibition of Nova Scotia fruit was shewn at the Royal Horticultural Society's fruit-show, London, on Nov. 26th and a gold medal with 14 other prizes carried off. At the meeting of the Nova Scotia Fruit-Growers Association on Dec. 16th Resolutions were passed in favour of a uniform barrel for the Dominion and of better trade relations with Germany—especially in the matter of fruits.

The Lumber industry of the Province shewed well in 1908 with sales above the average and a large diminution of stock carried over from the previous year. Pulp manufacturers did well in the first part of the year but latterly were greatly hampered by a sort of water famine. In view of conditions in the United States it was generally felt by experts that Provincial lumbermen should begin to get full value for every foot of lumber and every pound of pulp extracted and cease from selling at the low prices current in recent years. At the annual meeting of the Nova Scotia Lumbermen's Association in Liverpool, on June 30, President F. C. Whitman estimated the total wood-land or Forest area of the Province at 5,803,350 acres or 9,069 square miles. He highly commended the forest-ranging system in force in the Pro-

vince and which had been effective in preventing forest fires at a total yearly cost of only $6,000, or ninety cents per square mile. Speaking of re-afforestation, Mr. Whitman said the quick growth of trees in Nova Scotia, compared with that in less favoured countries, made it possible to get a crop in one generation and have a second crop growing. "It is not necessary to wait for compensation until the trees reach maturity, or even till they grow to cutting size. Land covered with a young growth of pine-spruce, or other wood, is a saleable proposition." He urged a Forest survey of the Province, with improved harbours and facilities for handling larger cargoes; better care of the large amount of lumber now going to waste and encouragement of wood-working factories. The Lieut.-Governor (Mr. D. C. Fraser) declared that trees in Nova Scotia were at this time worth more than trees in the Upper Provinces because they were so near the sea.

The Fisheries of Nova Scotia appear to be inexhaustible as a whole though the rule has not been without exceptions. The output in 1908 was nearly $8,000,000, the average earnings of the fishermen about $320. In the Commons at Ottawa on Jan. 22nd Mr. J. H. Sinclair brought up the question of Fishery conditions and asked for a Select Committee of the House. A little later a Halifax Board of Trade deputation asked the Minister of Marine and Fisheries for an Advisory Fisheries Board for the Maritime Provinces in order to work out a system of satisfactory law and regulation, for the elimination of politics and appointment of well-qualified men as officials, for the investigation of markets, etc. At Truro on July 8th the Commissioners appointed by the Dominion Government to investigate the Shad Fishery in the Bay of Fundy—Messrs. E. E. Prince, F.R.S.C., and S. F. Morrison—commenced their work. They were instructed to thoroughly investigate and report upon the past and present state of this valuable fishing industry which had, in recent years, shewn the most marked signs of decline, and they were to collect information sufficiently extensive to enable them to make suitable recommendations to the Government at Ottawa for the restoration and permanent preservation of the shad in those waters. Much evidence was obtained during the year as to the causes of decline in this once-prosperous industry. During this year the mackerel catch off Nova Scotia was reported as the largest in 20 years though the sharp decline in prices affected this as well as other products of the Fisheries. In lobsters, however, there was a catch stated at 45 per cent. advance upon the previous year with very high prices. The total catch of all fish was estimated at 280,000 quintals, or 13,000 more than in 1907.

In matters of miscellaneous development it may be said that the exports of Nova Scotia (year ending Mch. 31, 1908) were $17,359,714 and the imports for consumption $15,073,118; that its industrial centres such as Sydney, New Glasgow, Amherst and

Glace Bay shewed marked progress during the year; that most of the smaller lines of railways shewed a reasonable profit and were of the greatest help to the public; that the Banks held about $18,000,000 of the people's money as an investment and over $40,000,000 on deposit; that there was an estimated investment of $100,000,000 in industrial enterprises. Addressing the Halifax Board of Trade on Mch. 5th Mr. Byron E. Walker of Toronto touched on some matters of Provincial and general interest. After urging federation of the West Indies with better protection and development for the local Fisheries, and conservation of the Provincial Forests, Mr. Walker said: "We are a country of only six millions alongside one of eighty millions who have used up their national resources so quickly that they have now to turn to us. They are now seeking pulp-wood. Soon, perhaps, they will be obliged to have iron and coal. It is a certainty that sooner or later they will try to get their raw material from us. We must now revise some of our fiscal ideas and consider seriously whether we should not have export duties imposed. Are we to allow these 100 millions of people (as they soon will be) to take our raw material away before we are ready to use it? This is one of the great national questions we must face. Will we keep these things for ourselves or let the greediest people the world ever knew take them away from us?"

Educational Affairs in Nova Scotia

The Provincial Government's policy of promoting Technical education made considerable progress during 1908. The establishment of technical schools —practically branches in the leading industrial centres of the Nova Scotia Technical College which was in course of construction—was undertaken and a number organized. Dr. F. H. Sexton, Director of Technical Education and Principal of the College, had the matter in charge and early in the year visited the United States centres and chief universities where this subject was taught and studied. Speaking of the Provincial policy in this respect on Mch. 25th Mr. C. J. Coll, President of the Nova Scotia Mining Society, pointed with pride to the Society's initiation of the idea and declared that "the consensus of opinion, not only amongst mining men, but among all others connected with industrial enterprises and development, is that it will accomplish incalculable good to the Province. I think I am right when I say this measure is in advance of the world's educational systems from the standpoint of Government upkeep."

The plan followed was described by Principal Sexton at Yarmouth on Jan. 17th. The schools were really Technical classes with fees varying from $2.50 to $4.00 of which part was returnable in a scale dependent upon attendance. "The school is to be in session two evenings each week from October till May, excepting two weeks at Christmas holidays, and each session is to be two hours long. Text-books and drawing instruments and

materials are supplied at cost price and become the student's own property. The age of pupils in schools already formed varies from eighteen to fifty. The Government pays one-half the teachers' salaries and provides apparatus, drawing-tables, etc." On Aug. 20 with impressive ceremony, and in the presence of the leading men of the Province, the Lieut.-Governor laid the corner-stone of the Technical College. President Falconer of Toronto University, Principal W. B. Hutchinson of Acadia, Principal Allison of Mount Allison, President G. J. Boulden of King's, Dr. Sexton and others, also spoke. Scientific and engineering training, and the keeping of the young men at home, the development of Provincial resources and the extension of skilled labour, were the keynotes of the addresses. In the Legislature on Apl. 2nd Mr. Premier Murray introduced a measure providing for special Government assistance to certain poor school sections in the Province. It went through in due course without opposition. Speaking at the Convention of the Nova Scotia Teachers' Educational Association on Sept. 2nd Dr. A. H. MacKay, the Superintendent of Education, outlined conditions under which it was desirable that "with the numerous and still-increasing number of Universities working little more than half-time, our High Schools should not be burdened with work which could be done by the Universities and by our Technical College, including the Normal School." A basis of co-ordinate work was, he said, being arranged. The following were the chief statistics of the Province in an educational connection:

	July 31st, 1907.	July 31st, 1908.
School Sections in Province	1,830	1,816
Sections without Schools	167	137
Schools in Operation	2,465	2,516
Total Number of Teachers	2,626	2,664
Number of Normal-trained Teachers	1,033	1,013
Total Male Teachers	354	355
Total Female Teachers	2,272	2,309
Number of new Teachers	481	505
Pupils in High School Grades	7,646	7,913
Total Pupils in Public Schools	100,007	100,105
Value of Property in School Sections	$102,070,302 00	$104,313,422 00
Value of School Property in Sections	$2,146,157 00	$2,205,411 00
Total Municipal Expenditure on Education	$146,958 87	$147,129 52
Total Section Assessments	$616,430 54	$666,590 12
Total Provincial Expenditures	$277,415 53	$305,612 45
Teachers' Licenses issued	771	761
Mechanical Science Pupils	1,985	1,824
Domestic Science Pupils	1,715	1,610
Teachers in Graded Schools	1,029	1,060
Pupils in Graded Schools	51,354	52,598
Pupils in Ungraded Schools	48,653	47,507
Teachers in Ungraded Schools	1,597	1,604

As to the Universities the ancient institution of King's College, Halifax, held its Commencement on June 18th. The degree of

B.A. was conferred upon two, that of B.Sc. upon one and M.A. upon three graduates. The Hon. degree of D.C.L. was conferred upon Chief Justice C. J. Townshend and Very Rev. J. C. Farthing of Kingston; that of D.D. upon the Very Rev. E. P. Crawford of Halifax. Dalhousie University closed, on Apl. 30th, the most successful year in its history with 400 students present and 55 graduates receiving degrees in Arts, Medicine, and Engineering. President Forrest presided and the Hon. degree of LL.D. was conferred on the Hon. D. C. Fraser, Lieut.-Governor of the Province, Hon. G. H. Murray, Prime Minister, Alex. Robinson, B.A., Superintendent of Education in British Columbia, Dr. R. A. Falconer, President of Toronto University, and Robert McLellan, Principal of Pictou Academy. Early in August Clarence D. Howe of the Massachusetts Institute of Technicology was appointed Professor of Civil Engineering and on Sept. 30 R. M. MacGregor, M.L.A., of New Glasgow was appointed to the Board of Governors. Acadia University, Wolfville, during the year completed its Forward Movement Fund of $100,000, received a gift of another $100,000 from J. D. Rockefeller, and thus became free of debt. The attendance at this Baptist institution was, in 1908, the largest in its history—581 students being enrolled in its various Departments or Colleges. On June 3rd degrees were conferred upon 31 graduates and the Hon. degree of D.D. upon Rev. Rufus Sandford of India and Rev. C. F. Phillips of Hartland, N.B.; that of D.C.L. upon President E. W. Sawyer of Summerland, B.C. In August it was announced that W. A. Coit, M.A., of Vermont University had been appointed Professor of Mathematics. The Halifax Presbyterian College on Apl. 29 had 12 graduates and 36 enrolled students and conferred an Hon. D.D. upon Rev. Thomas Stewart, the new Professor of Practical Theology. Late in the year Principal R. A. Magill, who had succeeded Dr. Falconer, announced his coming retirement and Professor W. C. Murray resigned to go to Saskatchewan University. At the close of the year it was announced that the Provincial Council of Public Instruction had decided that only a person holding a University degree could, in future, be appointed as Principal of a Nova Scotia County Academy and that, henceforth, the over-lapping of Academy and University work would cease.

General Elections and Other Events in Prince Edward Island

The little Island Province lost its Premier early in the year when the Hon. Arthur Peters, K.C., who had held that post and the Attorney-Generalship since Jan. 2, 1902, died on Jan. 29th. For 18 years a member of the Legislature he left a reputation untarnished by the kind of charges so frequently laid against Canadian politicians and stamped with the impress of popular respect. On Jan. 31st a meeting of Liberal members of the Legislature selected the Hon. Francis L. Haszard, K.C., as Leader of the Party, and on Feb. 1st he was called upon

to form a Government. The new Premier was 59 years of age, Recorder of Charlottetown, President of the Provincial Exhibition, a member of the Legislature since 1904 and of the Executive Council since 1905. The only new member of the re-organized Government was Mr. James D. McInnis. On Mch. 4th a more general re-arrangement was announced under which Mr. Haszard kept the Premiership, Hon. S. E. Reid was Provincial Secretary, Treasurer and Commissioner of Agriculture, Hon. J. H. Cummiskey, Commissioner of Public Works, Mr. H. J. Palmer, K.C., Attorney-General and the following were Ministers without Portfolio: Hon. Peter McNutt, Hon. G. E. Hughes, Hon. B. Gallant, Hon. M. Smith, Hon. J. M. Clark and Hon. J. D. McInnis. It may be added that Dr. A. E. Douglas, Speaker of the Legislature, died on May 5th and was succeeded by Hon. Matthew Smith.

Meanwhile, the Legislature had been opened on Feb. 25th by Lieut.-Governor D. A. McKinnon in a Speech from the Throne which referred to the late Premier's death, mentioned the bountiful crops of the past year, and the comparative immunity of the Province from financial stringency; referred to the new addition to the Prince of Wales College and the increased Provincial subsidy; stated that negotiations were under way for the establishment of a Dominion Experimental Farm on the Island and that the various claims against the Federal authorities would be energetically pressed; promised measures to consolidate the Election laws and to amend the Public Health Act. The Premier delivered the Budget speech on Apl. 1st and announced an estimated revenue for 1908-9 of $411,831 and expenditures of $378,968. The first part of his speech was devoted to a comparison of the Provincial records of the two parties. He claimed that the Conservatives, though promising to run the Island without direct taxation, went out of power in 1891, after twelve years' rule, with a Debt of $172,000 despite having drawn $200,000 from capital account at Ottawa and receiving special grants from the Dominion besides. The Liberals had to pay interest on Conservative legacies and this equalled half of the present Debt of the Province. The Premier warmly denounced Opposition charges regarding the Educational system, explained the increase in expenditures for that Department as due to the increase in the number of higher-class teachers and to other causes making for greater efficiency. Valuable work done by the Department of Agriculture, which had been organized by the present Government, was referred to. In the Department of Public Works the policy of building steel bridges had been introduced with marked success. The total liabilities of the Province on Sept. 30th, 1907, were stated as being $862,483. Against this were assets, including capital at Ottawa, of $934,847. In dealing with the increased Subsidy Mr. Haszard pointed out that while the Conservatives in twelve years had only added to this $20,000

Mr. John Alexander Mathieson, K.C., M.L.A.

Leader of the Conservative Opposition in Prince Edward Island.

The Hon. Francis Longworth Haszard, K.C., M.L.A.

Appointed Prime Minister of Prince Edward Island, 1908.

Provincial Elections in Prince Edward Island.

a year the Liberals in seventeen years had obtained $100,000 more including the $70,000 recently secured. Mr. J. A. Mathieson, Leader of the Opposition, claimed that on July 1st, 1908, $194,000 would have been added to the Debt as a result of the past year's transactions and that the Liberal promise of a surplus would not be fulfilled. He said the Liberal delegates at Ottawa had made a bad bargain in accepting only $70,000 increase of Subsidy as the Province was entitled to a much greater amount. For every dollar it received from the Dominion the Province paid into the Dominion Treasury, by indirect taxation, at least ten dollars.

On Mch. 6th the Public Accounts stated the ordinary Receipts for 1907-8 at $350,479 and the ordinary Expenditures at $346,-080. The Report upon Education at this time shewed 597 school departments in the Province, 190,000 pupils and a total expenditure from all sources of $170,000 of which the Government contributed $123,898. The Superintendent of Education made a strong appeal for better salaries for teachers. On Mch. 26th the House unanimously passed a Resolution denouncing the running of automobiles in the Island and another asking the Nova Scotian Government to prevent discrimination in favour of steamers, as against sailing vessels, at the coaling piers of that Province. The automobile Resolution was duly put into legislation, the Auto owners decided to test its constitutionality and the Federal Government was in due course asked to veto it as *ultra vires*. This it refused to do. A stormy scene took place in the House on Apl. 13th over a re-adjustment of the members' indemnity which had been increased on the last day of the previous Session from a minimum of $160, with certain perquisites, and a maximum of $190, to the round sum of $200. Mr. Arthur Newberry, Clerk of the Executive Council, claimed that this had been done with the assent of the Opposition Leader and all but 4 of the Opposition members had accepted the amount in payment without question. Mr. Mathieson now claimed that he had never given such assent, the Premier declared this was done for political capital, Mr. Newberry swore that Mr. Mathieson had agreed to the increase but afterwards stated that he had changed his mind, the Speaker refused to allow the Opposition Leader to cross-examine Mr. Newberry. There the matter rested after a long and exciting debate.

During the latter half of the year the usual Election excitement developed. The Peters Government had come out of the 1904 contest with 22 seats and the Conservatives with 8 and in September, 1908, the standing of the parties was 18 to 9, with three vacancies due to the deaths of the Premier and the Speaker, and the appointment of George Godkin as Collector of Customs at Summerside. The Liberals under Frederick Peters, A. B. Warburton, D. Farquharson, Arthur Peters and F. L. Haszard had been in power since 1891. Shortly after the Federal elections,

in which both Mr. Haszard and Mr. Mathieson took an active part, had resulted in three Island Liberals and one Conservative being elected, the Legislature was dissolved with Nov. 18th as polling day. A preceding matter which had a bearing on the contest was the appointment of a Commission to look into and report upon the condition of Education and the possibility of cheaper text-books. The Premier issued a lengthy Manifesto of which the policy may be summed up as follows:

1. Vigorously pressing for a settlement of further claims against the Federal Government—including the Fishery Award.
2. Consolidation of the Debt by an issue of debentures at the lowest rate of interest obtainable and providing for the re-payment thereof by a sinking fund.
3. Assisting the farmers and farmers' sons, through the Department of Agriculture, in obtaining the latest and best information regarding agriculture in all its branches and, in this connection, procuring a Farm for illustration purposes on the Island to meet local conditions—this farm to be conducted by the Federal Government.
4. Assisting the extension of the Telephone system, wherever practicable, through the rural districts.
5. Improving the educational system by giving greater prominence to the teaching of agriculture, reducing the cost of the school-books, and making other advantageous changes.
6. Continuing the construction of permanent public works.
7. To have Fishery rights so defined and settled as to result in the better management and proper protection of the Fisheries.
8. To urge upon the Federal Government, with the assistance of Federal representatives, an immediate survey of Northumberland Straits with a view to having a Tunnel constructed, if found to be practicable.
9. More equitable transportation rates.
10. Restoration of Federal representation as at Confederation.

The Manifesto issued by Mr. Mathieson laid special stress upon the Provincial claims against the Federal authorities including the cost of the Prince Edward Island Railway, totalling $3,144,000, with interest since 1873; damages for non-fulfilment of terms of union as to communication with the mainland estimated at several millions; lower transportation rates on the Island Railway—a branch of the Intercolonial; a share in the Halifax Fishery Award estimated at $1,000,000; compensation in respect to the Public lands of Canada (of which Prince Edward Island had none) given in most of the other Provinces to the local authorities; a better equivalent for the increased Subsidies given the other Provinces and the Subsidy payment upon an assumed population of at least 150,000 as in the case of the Western Provinces; restoration of the original representation of the Island at Ottawa and construction of a Tunnel to the mainland—claims which were estimated variously in gross amount and as high as $90,000,000. The other chief items of Opposition policy were as follows: (1) A complete re-organization of the Agricultural Department, establishment of an Experimental Farm, better freight rates for exports and imports, better collection of trade statistics; (2) cheaper school-books, a sliding scale of salaries for teachers, and more

thorough Normal training; (3) the road-taxes collected in each district to be expended therein, and deficiencies to be made up out of the general revenue, all expenditure to be by public competition, proper provision to be made for keeping winter roads in condition, and a complete investigation of the Public Works Department; (4) reform of the Election laws; (5) the appointment of a Provincial Auditor with powers similar to those possessed by the Auditor-General of Canada, an investigation of the Public Accounts and the funding of the Debt.

A curious relic of the days when there was a Legislative Council in the Island, as well as an Assembly, still prevailed in this Election. In each county or riding of the Province there were two members elected, one known as the "property owner" and the other as the "franchise holder." In the voting only the property owners were allowed to vote for the first-named while it was the combined voters which elected the other, or Assembly-man; in other words the property-owner had two votes and the "franchise-holder" one vote. Despite the peculiar method of electing these two classes of members all distinction ceased when the election was over, and none existed in the Legislature. On Nomination day two Liberals—Hon. G. E. Hughes and Dr. Warburton—were elected by acclamation and it was not thought the Government would have a very close run. As announced the day after polling, however, there was very nearly a tie with 16 Liberals and 14 Conservatives elected and one seat uncertain; Hon. S. E. Reid, Hon. J. M. Clark, Hon. Peter McNutt and Captain Joseph Read were apparently defeated; Mr. Premier Haszard and most of his colleagues had increased their individual majorities while the Opposition Leader found his reduced. The successful candidates were as follows:

Constituency.	Name.	Politics.	Maj.
Queen's County.			
1st District	Hon. Matthew Smith	Lib.	96
"	M. Kennedy	Cons.	62
2nd District	John McMillan	Lib.	94
"	William Laird	"	126
3rd District	Hon. J. H. Cummiskey	"	26
"	Henry J. Palmer, K.C.	"	106
4th District	Hon. F. L. Haszard	"	116
"	D. P. Irving	"	201
Charlottetown	Hon. G. E. Hughes	"	Acc.
"	Dr. James Warburton	"	"
Prince County.			
1st District	Hon. B. Gallant	"	96
"	John Agnew	"	49
2nd District	A. McWilliams	"	338
"	J. W. Richards	"	406
3rd District	Hector Dobie	Cons.	..
"	A. E. Arsenault	"	81
4th District	James Kennedy	"	101
"	M. C. Delaney	"	1
Summerside	J. E. Wyatt	"	22
"	James McNeill	"	81

Constituency.	Name.	Politics.	Maj.
King's County.			
1st District	John McLean	Cons.	165
"	L. McDonald	Lib.	41
2nd District	Hon. J. D. McInnis	"	24
"	R. N. Cox	"	101
3rd District	J. A. McDonald	Cons.	4
"	W. A. O. Morson	"	136
4th District	Murdoch MacKinnon	"	50
"	A. P. Prowse	"	68
Georgetown	J. A. Mathieson	"	38
"	A. J. McDonald	"	65

On a recount, and by the Sheriff's casting vote, Captain Joseph Read (Lib.) was afterwards seated in place of M. C. Delaney (Cons.) which left the parties standing 17 to 13 and at the close of the year protests were fyled against a number of members on both sides of the House. On Dec. 11 the Government was reorganized as a consequence of the contest, with the Premier as Attorney-General, Hon. J. W. Richards as Provincial Secretary and Commissioner of Agriculture, Hon. J. H. Cummiskey still in charge of Public Works, and Messrs. G. E. Hughes, B. Gallant, John McMillan, J. D. McInnis, Joseph Read and L. McDonald as Ministers without Portfolio.

The Prohibition question was a prominent but not very controversial topic during the year. In 1906 the whole Island had come under Prohibition, the importation of liquor had since decreased, and the number of convictions for drunkenness diminished. The New Brunswick Commission, appointed to inquire into the operation of the law in this little Province, had submitted its Report late in 1907. Early in the new year the Rev. Thomas Marshall, the representative of the New Brunswick Temperance Federation upon the Commission, reported to his own organization all kinds of authoritative Island comment upon the operation of the law—all being favourable in opinion and detail with the single exception that it was believed there had been a considerable increase in the crime of perjury. He quoted Mr. Premier Peters as saying that: "There is no doubt of its being away ahead of the Scott Act, and of any other laws that I have known of, to prevent the sale of intoxicating liquors. As Attorney-General of the Province and having conducted and supervised the whole proceedings in the Island, I simply say the Prohibition Act is a great success. Although not a teetotaler myself I still think the law a great step in advance in preventing the sale of liquor. I have no doubt in the world it has tended to decrease crime and it must." On the other hand the Provincial branch of the Dominion (Prohibition) Alliance on Mch. 31 passed several strong Resolutions regarding an alleged abuse of the Prohibition law by many Doctors giving prescriptions for professedly medical purposes. Inspectors were urged to enforce the law in this respect wherever there were plain cases of violation. Clubs where liquor was sold were severely con-

demned and strong disapproval was expressed at the liberation of convicted liquor-sellers. The Government's attention was also directed to the Act which permitted commercial travellers under a license of $200 to come into the Province and sell liquor against the provisions of the Prohibition law. The Rev. A. E. Burke, President of the Alliance, said that while Prohibition had been found workable and beneficial in Charlottetown, much yet remained to be done in the towns and villages. All reports from Charlottetown indicated improved municipal and general conditions and greater individual prosperity.

The transportation issue was an absorbing one to many people in the Island. It included the matter of railways and the question of a Tunnel to the mainland. The Province, with its area of 2,184 square miles and a population of 100,000, had 267 miles of railway or about one mile of railway to every eight square miles and to every 375 inhabitants. Such railways as it possessed did not pay expenses and a closer combination of small lines subsidiary to the Prince Edward Island Railway—a branch of the Intercolonial—was demanded by the Island members in the Commons on Feb. 17th. The position taken was this: (1) We need branch lines totalling about 60 miles; (2) if building and operating them costs the Dominion Treasury something, we are entitled to that expenditure because railway extension in the other Provinces costs the Dominion Treasury large sums and judged by that standard Prince Edward Island has not obtained her fair share. Mr. Graham, Minister of Railways, claimed, in reply, that the total Federal expenditure upon the Island Railway since 1875 had been $12,000,000 and the revenue therefrom only $5,000,000. He held out little hope of a changed policy.

As to the Tunnel there was no controversy—everybody on the Island wanted it and both parties urged it. The subject was discussed in Parliament at Ottawa, on Mch. 9th, when Mr. Alex. Martin claimed that the Dominion took $2,000,000 in taxation of an indirect nature from the Island and returned $600,000 a year to it in local expenditures. Sir Douglas Fox, the eminent English engineer, was quoted as having reported upon the probable cost of a Tunnel as being under $10,000,000. To this and other speeches Sir Wilfrid Laurier replied with the statement that "we should provide tunnel communication with Prince Edward Island if it can be done with anything like a reasonable expenditure." But he laid stress upon the condition. Mr. R. L. Borden wanted Confederation contracts with the Island carried out in letter and spirit and to that end desired authoritative official information as to the exact cost of the proposed undertaking. The Rev. Dr. A. E. Burke was locally and generally, in the Island and at Ottawa, in Toronto and Montreal, a vigorous advocate of this Tunnel as a local necessity and an obligation upon the people of Canada. Speaking in Toronto on Mch. 17th he said: "On account

of the terms of Confederation not being fulfilled the Local Government is just now making up a charge against the Dominion Government for damages which will amount to $1,000,000 and until this Tunnel is built these bills will be frequent and will soon amount to the price of the Tunnel."

The Island was prosperous during the year. According to the annual Report of Hon. S. E. Reid, Commissioner of Agriculture, published at the end of March "the prosperity which this Province enjoyed last year has not only continued throughout the present season, but has increased. Despite a cold and wet spring the summer proved to be almost ideal for the growth of all kinds of grain and the crop was the best on record. The prices, too, have never been exceeded." In August, 1908, the Department issued a crop report which valued the Island's farm products, live-stock, etc., at $10,582,500 and its fisheries at $11,800,000. Dairying had been most satisfactory according to Mr. Reid, the sheep industry stationary, prices for horses higher than ever, the poultry industry an increasing one, fruit-growing not progressive. Writing on Aug. 22nd to the Aberdeen *Free Press* Prof. R. B. Greig of the Scottish Agricultural Commission said: "The Garden of the Gulf, as Prince Edward Island is called by its inhabitants, deserves the name. Such another sunny, sleepy, fertile land must be difficult to find in the northern hemisphere. Except for some marshes and here and there a wood-lot, there is scarcely an uncultivated acre in the Island. Compared to Scotland, with its 25 per cent. of plough land, Prince Edward Island where 85 per cent. of the land is tilled, is truly a farming country. From the crest of one of its long undulations, the rich sandy loam, of the same colour and geological formation as that which reddens the streams around Penrith, stretches as far as one can see. Crops of potatoes, which they tell us will average six or seven tons per acre, alternate with banner oats that would not disgrace lower Deeside, and big stacks of Timothy hay on the borders of the marshes show what the alluvial mud can do." For 1908 the Dominion Government Statistics Office reported the crops of the Island at a total valuation of $9,408,000 with an acreage of 484,200. The chief items were oats valued at $2,023,000, potatoes at $1,832,000 and hay at $4,049,000. The live-stock included 34,809 horses, 52,650 milch cows, 60,495 other cattle, 113,206 sheep and 49,692 swine. The Island Government was said to spend $9,528 a year upon the encouragement of agriculture. The exports of the Island were $636,405 and the imports for consumption $688,172 for the fiscal year ending Mch. 31, 1908.

VII.—AFFAIRS AND DEVELOPMENT IN THE WESTERN PROVINCES

Agricultural Conditions and Progress in Manitoba

Smallest in area but greatest in development of the Western divisions of the Dominion, Manitoba in 1908 had a most prosperous season. According to Provincial Government reports its area under wheat was increased by 61,087 acres, under oats by 3,036 acres, under barley by 8,871 acres; the total area under all crops was 4,987,498 acres as compared with 4,832,815 acres in 1907. The crop conditions were excellent and the expectations of a large production—though July proved too hot and August shewed some frost—were optimistic. The Government Report published in June stated that during the winter 32,241 cattle were fattened and 122,159 milch cows were kept in the Province. There were in Manitoba at this time, also, 179,653 horses, 287,807 head of cattle, 177,900 pigs and 41,494 sheep. The number of farm hands employed was 18,862, and the number still required was 24,642. Employment was found for 5,169 female servants and 5,077 more were needed. Final figures of agricultural production, as issued in December, shewed a decided improvement in all branches over the preceding year with reports of a favourable tendency toward mixed farming and rotation of crops, with special increases in all lines of poultry, and evidences of vigorous effort by the Government to destroy the noxious weeds which had become so pronounced an evil. The yield of grains and roots was as follows:

Crop, 1908.	Acreage.	Average Yield, Bushels.	Total Yield, Bushels.
Wheat	2,850,640	17·28	49,252,539
Oats	1,216,632	36·08	44,686,643
Flax	50,187	11·08	502,206
Rye	17,611	19·00	334,609
Peas	6,903	21·03	147,033
Potatoes	29,963	171·08	5,148,696
Roots	13,592	251·05	3,419,670
Barley	658,441	27·54	18,135,757
Total	4,843,969		121,627,153

The total yield of the Province in cultivated grasses was 193,763 tons; the number of threshing outfits in operation was 2,287; the amount of wheat marketed up to Dec. 1st was 69 per cent. or 33,984,252 bushels; the poultry disposed of by the farmers included 74,387 turkeys, 41,491 geese, 471,759 chickens; the new farm buildings erected during the year were valued at $2,054,490,

the land prepared for the 1909 crop was 2,273,802 acres as compared with 1,843,016 acres at the same time in 1907. The Dominion Department of Agriculture collected statistics for this and the other Provinces and though its reports did not quite agree with the Provincial figures it may be as well to quote them here. The total area under crop according to Dr. Archibald Blue, the Chief of the Statistics Office, was 5,116,600 acres, the total yield 117,734,000 bushels of grain and roots and 215,000 tons of hay and clover, the estimated value of this crop $66,660,000. According to a Report of this same Federal Bureau Manitoba spent, or provided for, in the year 1908 $94,700 as an encouragement to general agriculture, to dairying instruction, agricultural societies and the Manitoba Agricultural College.

On Jan. 8th Mr. Oliver, Minister of the Interior, had presented to Parliament the Report of the Royal Grain Commission of 1907—John Millar, W. L. McNair and G. E. Goldie—in respect to the inspection and marketing of grain. At the outset the Commissioners referred to the general grading system as the foundation of the grain trade of Canada. "After inquiring carefully into the manner of doing business in this country, in the United States and in Great Britain, and considering the methods under which the grain imported from other countries is handled and sold on the British market, we have come to the conclusion that the grading system is most suitable to our requirements. We think also it would be very unwise to alter the grades established, but owing to the ever-increasing production of certain types of grain in the new Provinces, we suggest some new grades." The Dockage question, seeding orders for cars and car-supply, bills of lading and elevator companies, Oriental trade, terminal arrangements between elevator companies, track and street prices of grain, were all considered. The Winnipeg sample market idea was disapproved and the following reference made to an important question of the year: "The Commissioners cannot accept the suggestions that the Government should build and operate large interior storage elevators as (1) it would entail the extra expense of handling and the payment of stop-over charges to railways; (2) extra loss of grain in handling and re-handling; (3) when the time comes that the railways are in a position to supply sufficient cars to carry a reasonable amount of each season's crop, these interior elevators would be useless; (4) this grain would not be available for market requirements and would still have to be forwarded to the Lakes at the opening of navigation; and (5) because of the difficulty of persuading the shippers to send their grain to these interior elevators."

The relation of the farmers to the Grain Exchange interests in Winnipeg continued to be a question of considerable public importance during the first part of 1908. The dealers in grain and the producers of grain had, throughout 1907, been at issue as

to prices, methods of business, profits and conditions generally. The Legislature had discussed the question without actual result, the elections had intervened with varied charges and counter-charges, a Conference of business and agricultural interests had been held and failed to come to an agreement, the Grain Exchange was in the position, or was forced into the position, of fighting for its existence against the farmers, with the Government tending in the main toward the latter interest. In moving the 2nd reading in the Legislature, on Jan. 10, of a Bill amending the Act of incorporation of the Winnipeg Grain and Produce Exchange Mr. Premier Roblin said that action was taken in accordance with the representations of the Grain Growers Association at the preceding Session and the promise then given by the Government.

He asked for a non-partisan study of the measure. "It is agreed, I think, that the grain growers and farmers of the country are the wealth producers; as this is an agricultural country it is, therefore, right to assume that all those who are truly interested in Manitoba are willing to co-operate in every way possible to create conditions that will bring the largest measure of reward to these wealth producers in this agricultural country." An excellent summary of the position taken by Mr. Roblin in this matter, and the policy of the Government, had been given in the Lieut.-Governor's speech at the opening on Jan. 2nd: "On account of the paramount importance of the grain interests of our country, and the anxiety of my Government that the grain growers of Manitoba should receive the highest compensation for the products of their labour, and whilst the whole measure of relief desired does not entirely lie within the jurisdiction of the Legislature, it is deemed advisable to submit to you a Bill to safeguard as far as possible their interests, to facilitate as much as possible the sale of their grain, and to procure for them the fullest recompense for that industry."

The object of the measure was to promote greater freedom of sale and more competition in grain transactions, to check any tendency toward monopoly in membership, and the charging of high commissions. The chief points of the legislation included the publication of new by-laws and the giving of effective control over their terms to the Prothonotary of the Court of King's Bench; the admission of any reputable person, upon application, to be a member with the right of voting—subject to the rules of the Exchange and to expulsion with, however, a right of appeal to the Court of King's Bench; the privilege of appointing an agent to act for such member on the floor of the Exchange; the right of admission to membership of any reputable firm or corporation but without trading privileges when any single member of the firm already belonged to the Exchange; the subjection of the Exchange to a yearly inspection of its books and accounts by the Minister of Agriculture; the forbidding of all restrictions by the

Exchange upon its members or traders in respect to prices or commission—outside of commissions charged as between members themselves; the obligation of providing facilities for the public to be present in trading hours and to have prices posted in a conspicuous place every half-hour; the restriction of the entrance fee to $2,500 and abolition of any limitation in membership. On Jan. 21st the sharp divergence of opinion as to this institution was indicated by the following unanimous Resolution passed by the Winnipeg Board of Trade:

> Resolved: That in the opinion of this Board the Winnipeg Grain and Produce Exchange, in promoting the objects for which it was organized, has thereby succeeded in establishing a valuable market to facilitate the disposal of the great and increasing grain products of the West; has invested the grain trade with such a measure of stability and security as has enabled bankers and dealers alike to eliminate undue risks from, and consequently to handle the grain business with a small margin of profit to the advantage of the producer. That the proposed amendments to the charter of the Exchange will impair, if they do not utterly destroy, the usefulness of the Exchange in providing the facilities which now obtain for the speedy and safe marketing of grain, will violate the property rights of the Exchange members, and seriously menace the right of private citizens to associate themselves together for the promotion of lawful and useful purposes.

Two days later the Exchange and Grain Growers' interests were represented in a long discussion before and with the Agricultural Committee. The farmers wanted the Exchange put in a position where it could not, as was alleged, control the grain trade and its prices while many would not have objected to its abolition; the Exchange men contended that under the proposed amendments their institution could not continue operations. At present, for instance, a verbal statement in buying or selling on the floor of the Exchange was binding; men would now be brought in whose word was not reliable and business would be impossible. The discussion continued on the following day and the grain dealers claimed with vigour that the proposals meant confiscation and ruin. Under date of Feb. 13th a petition signed by John Fleming, President, and C. N. Bell, Secretary, was presented to the Legislature on behalf of the Exchange. It declared that the charter of that institution was practically a copy of those governing the Montreal and Toronto Exchanges with their Dominion charters; that the Provincial Court of Appeal had in the late trial declared "No undue restraint of trade" to exist in connection with the Exchange and its business; that the recent Report of the Royal Grain Commission had described the institution as follows: "It provides a public trade room in which its members buy and sell grain. The prices at which the transactions are made are officially posted on a black-board by a man provided by the Exchange. These prices we find are made in open competition and are beyond doubt the full value of the grain as based on the world's markets. The work of the Grain Exchange in establishing and systematising

Ploughing on a Manitoba Farm near the Canadian Pacific Railway.

a market in Winnipeg for the handling of the crops of the West has been a great benefit to the country." The Bill passed its third reading in the Legislature, however, on Feb. 19th, with little discussion and without division.

Following this there was a period of uncertainty as to the future of the institution. The new building of the Exchange was nearly completed at a cost of $300,000; there were 300 members with seats formerly valued at $2,800 each, said to be worth about $2,500 at the time of this legislation, and quoted at $1,000 after it had passed. On Feb. 24 business on the Exchange was suspended; on Mch. 20th the members considered a Report of Council which shewed serious financial difficulties in connection with the new building and the general situation; at this meeting, with 200 members present, Resolutions were passed declaring that confiscatory legislation had prevented the completion of the building and advising the formation of a holding company to take it over; the first result so far as the farmer was concerned was the absence for some time of any official selling price for the grain of the Canadian West. Eventually a new organization was effected and, on Nov. 25th, the Winnipeg Grain Exchange was formally constituted with H. N. Baird as President, George Fisher Vice-President, and a representative Committee of grain men. Trading had, meanwhile, been proceeding for a time under its tentative auspices in the new building. It may be added here that judgment on appeal in the 1907 case against three members of the old Exchange, charged with conspiracy and combination in restraint of trade, was given by Mr. Justice Phippen on Feb. 28th and the defendants declared innocent.

On Jan. 15th the Manitoba Grain Growers Association met in Winnipeg and discussed at length the question of Government ownership of elevators. Mr. D. W. McCuaig of Portage la Prairie was re-elected President. It was claimed by speakers, or some of them, that such a policy would save the farmers $2,700,000 or the difference between street and track prices of wheat, that the cost of a Provincial system of elevators would be $5,000,000, that Western millers were making as high as 34 per cent. out of the grain trade and carrying much watered stock. Finally, the following Resolution was passed: "Whereas at the Conference held in Winnipeg on June 5 and 6, 1906, it was resolved that the Provincial Government be requested to acquire and operate a line of elevators and that the Dominion Government be requested to acquire and operate terminal elevators; therefore, this Convention of the Manitoba Grain Growers would urge these Governments to carry out the findings of that conference with regard to these Resolutions." The annual Convention of Manitoba Agricultural Societies met at the Agricultural College on Feb. 18th. It represented 55 organizations with a paid-up membership of 5,456. Mr. Premier Roblin and Principal W. J. Black of the College

addressed the gathering. All kinds of questions affecting the farm were discussed and on the 21st the Western Horticultural Association elected A. P. Stevenson of Nelson as its President and the Manitoba Dairymen's Association chose W. B. Gilroy of MacGregor as President. On Mch. 12, at Brandon, the Manitoba Horse Breeders Association met and elected John Graham of Carberry President. At a meeting of the Directors of the Grain Growers Association on June 9th, in Brandon, Resolutions were passed approving the Dominion amendments to the Manitoba Grain Act and appointing the Grain Growers *Guide,* edited by E. A. Partridge, as the official organ of the Association. Meantime, the agitation in favour of Government ownership of elevators had been proceeding apace and in Regina, on Nov. 27th, representative grain growers from Manitoba, Saskatchewan and Alberta met the Premiers of the three Provinces—Messrs. Roblin, Scott and Rutherford—in conference. From Manitoba came D. W. McCuaig, R. McKenzie, J. W. Scallion and Andrew Graham; from Saskatchewan E. N. Hopkins, F. M. Gaetz, A. G. Hawkes, E. A. Partridge, R. C. Sanderson; from Alberta T. H. Woolford and E. L. Freeman. They presented a series of propositions to the Premiers of which the most important were as follows:

> That the Government provide by purchase or construction, or both, at each Railway point where any considerable quantity of grain is marketed, elevator facilities with up-to-date equipment for cleaning, weighing and loading grain; that these facilities for the most part be sub-divided into bins of 1,000 bushels capacity, and that the system be operated by the Government direct, or through a Commission appointed for that purpose; that the minimum capacity required at each shipping point be approximately one-third of the quantity annually marketed there, that the charges for handling and storing grain be such as to provide interest on amount invested, cost of maintenance and provision for gradual payment of initial cost; that a certain per cent. of the storage (not to exceed 25 per cent.) should be at the disposal of buyers of street grain.

The advantages of this policy would, it was claimed, be a rectification of many existing abuses in the storage of grain and the provision of adequate cleaning facilities as well as of better storage. The subject was taken into fuller consideration by the Premiers, who met again at Winnipeg on Dec. 30, and went into prolonged consultation on the whole question. At the end of the year Mr. C. C. Castle, Warehouse Commissioner at Winnipeg, reported the interior elevator capacity west of the Lakes at 42,812,400 bushels as compared with 39,734,000 in 1907. To this should be added terminal storage facilities at Fort William and Port Arthur of 18,852,700 bushels and 1,300,000 in mill elevators at Keewatin—a total of 62,965,100 bushels against 58,482,300 in 1907. According to Provinces Manitoba had 678 elevators and 13 warehouses with a capacity of 20,558,500 bushels; Saskatchewan 607 elevators and 14 warehouses with a capacity of 17,699,500 bushels; Alberta

120 elevators and 14 warehouses with a capacity of 4,386,400; British Columbia 3 elevators with a capacity of 276,000 bushels. At this time, Dec. 17th, it was announced that W. H. Peters, B.S.A., had been appointed Professor of Animal Husbandry in the Manitoba Agricultural College.

Manitoba Government and Legislation in 1908

Late in the year some changes took place in the Government of Hon. R. P. Roblin which had been in power since 1900. On Nov. 6th the Hon. G. R. Coldwell resigned the post of Provincial Secretary in order to devote himself entirely to his work as Minister of Education; and he was replaced by the Hon. J. H. Howden whose duties in respect to Telegraphs and Telephones had been largely absorbed by a Government Commission. On the 9th Mr. J. H. Agnew, Provincial Treasurer, passed away after a week's illness and with the deep respect of the people of the Province quite apart from political opinion. Ten days later the appointment of Mr. Hugh Armstrong, of Portage la Prairie, a member of the House for ten years and a vigorous, popular Conservative of well-known business capacity, was announced. He was sworn in on the 19th. On Dec. 18th Chief Justice Dubuc was appointed Administrator of the Government during the absence of the Lieut.-Governor. A minor appointment of this period was that of Malcolm MacLean as Clerk of the Executive Council.

There was not much election activity in a Provincial sense during the year. Echoes of the 1907 contest were heard on Feb. 12th when petitions against the return of Hon. C. H. Campbell in Morris, Dr. B. J. McConnell (Lib.) in Morden and Dr. J. W. Armstrong (Lib.) in Gladstone were dismissed by the Chief Justice. As a result of Mr. Glen Campbell's election to the Commons, Gilbert Plains was contested on Nov. 17th with A. D. Cumming as the Liberal candidate and Duncan Cameron as the Conservative. Mr. Cameron was elected after a keen fight by a majority of 38. What the Province lacked in local political issues, however, Mr. Premier Roblin made up by his active campaign work for the Federal Conservative party. He spoke throughout Ontario and Manitoba, at Montreal and Halifax, in Alberta and Saskatchewan. He fought vigorously against the Aylesworth Election Act in Ottawa, as well as in Winnipeg, and was instrumental in bringing about the final settlement. To a mass-meeting in Winnipeg on Apl. 13th he had thrown down the gauntlet to Mr. Clifford Sifton in characteristic style: "I announce to-night that if this thing is forced upon Parliament I, as head of the Government of Manitoba, feel it incumbent upon me to do what I can to protect the civil rights of the people of this Province. To that end I shall call meetings in all the centres of population and lay bare this infamy, this crime, that is proposed by Mr. Aylesworth whereby our civil rights are to be taken from us. And if it results in something more serious than platform discussion or political differences

the responsibility is not upon me." In Manitoba as a whole he was successful in winning a distinct victory for Mr. Borden during the Federal elections.

The first Session of the 12th Legislature of the Province was opened on Jan. 2nd by the Lieut.-Governor, Sir D. H. McMillan, in a Speech from the Throne which referred to the climatic difficulties of the past year as not having prevented substantial crop returns; mentioned the Ottawa promise of a measure extending the Provincial boundaries and hoped that full justice would be done the Province as to area and in the equality of its revenues with those of other Provinces; expressed satisfaction at the purchase of the Bell Telephone system and the establishment of Government-owned Telephones for the Province; intimated legislation dealing with losses from hail-storms and organizing a better system of auditing municipal accounts; promised measures establishing two new Portfolios, amending the King's Bench Act, and protecting the interests of the grain growers of the Province; stated that his Government would continue to press upon the Parliament of Canada the advisability of transferring to Manitoba for administration all school lands, funds, and unsold school lands now held by the Dominion in trust; declared that Federal treatment of the Province in respect to swamp lands continued to be unsatisfactory. The Hon. James Johnson, Speaker of the last Legislature, was re-elected to the position and the Address was moved by A. L. Bonnycastle and seconded by Joseph Bernier in a House composed of 28 Conservatives and 13 Liberals.

A notable tribute was paid by the latter—a French-Canadian representing a French-Canadian constituency—to the flag policy of the Government. "The constant flying of the Union Jack before the children's eyes is a continuous lesson. It cannot be an insult to anybody; there is no coercion to any one; it is simply the public display of loyalty and respect to the glorious flag which is ours; a flag under which all can find protection, around which every one must rally. To the foreign-born it teaches independence and liberty—for the flag is large enough and broad enough to protect every one whatever may be his nationality, his creed, or his religion. The flying of the flag over the school-house is also a lesson to the British-born. It tells him that it is the national emblem of the ruling nation of the world; it tells him that it is the standard of the greatest reigning monarch of the times; it also tells him that within its folds there is written British fair play, justice to all, respect to the conscientious rights of others." The debate on the Address continued, after speeches from the Premier and Hon. C. J. Mickle, Opposition Leader, in an intermittent fashion, until Jan. 16th when it was carried without division. The Attorney-General (Mr. Campbell) closed the discussion with a review of Government policy and political issues; including the question of the Dauphin lists in 1906 around which

a somewhat stormy scene developed and as to which the Government refusal of papers evoked a division of 18 to 12.

During the ensuing Session 108 measures were submitted of which 29 did not pass. A very drastic bit of legislation was the Noxious Weeds Act amendment aimed at the destruction of the thistle nuisance. The ravages of these weeds had become serious and under this legislation municipalities had to appoint Inspectors, with heavy fines and disqualification for neglect to do so; fines were also to be imposed upon Inspectors for neglecting their duties and upon farmers for disobeying orders as to removal of the weeds. Power was even given to cut down growing crops in order to eradicate the pest. By amendment to the Charities Act the Government grants in that respect were reduced from 37½ cents per patient to 25 cents; another measure provided that where money was advanced by a Loan Company to a farmer for the purchase of seed-grain the mortgage given should have priority over all other encumbrances on the property of the farmer; rural municipalities were given the right to borrow $20,000 each to purchase seed-grain for distribution to farmers; rural municipal Councils were permitted to undertake the construction of local telephone lines without the consent of the ratepayers provided the Government approved and subject to the Government's guarantee of the debentures issued; a new Judicial district was created in the North-western part of the Province.

The jurisdiction of County Courts was greatly enlarged and appeals from a County Judge sent direct to the Court of Appeal. The Winnipeg City Charter was amended so as to abolish the business tax system which had been in force for a year while the registration system for voters' lists was replaced by the old method under which tenants' names were placed on the lists by an Assessment Commission; additional power was given the City for the imposition of various business licenses and it was authorized to issue stock in such terms as to make money more easily obtainable in Britain; power to do commercial lighting was refused. By an amendment to the Pharmaceutical Act carbolic acid was placed on the poison list to be sold only upon physician's certificate and the use and sale of cocaine was safe-guarded; local municipal auditing was abolished and Government auditing substituted with 12 appointees who were to commence their duties on July 1st; the Legislative Assembly Act was amended so as to provide a five-year term after the expiration of the present body in September, 1911, and the Sessional indemnity was increased to $1,000; Departments of Education and Telephones and Telegraphs were created by statute and their employees included in the Civil Service; in Educational matters the Advisory Board of the Department was increased from 8 to 10 members; automobiles were placed under charge of the Municipal Commissioner, an annual tax imposed for license, search-lights were prohibited, speed restricted, various regulations

imposed and heavy penalties provided for infraction, chauffeurs were to be registered and the age limit for driving a car was placed at 16 for a man and 18 for a woman; amendments were made to the King's Bench Act with a view to lessening the cost of litigation and simplifying procedure.

The Session, as a whole, was a business-like and constructive one with a full programme of Government measures. There were some discussions of a political character and some which did not result in actual legislation. Of the latter the Hail Insurance measure presented for its second reading by Hon. J. H. Agnew, on Jan. 21st, was important. It was not a Government measure, it was largely the outcome of the labours of Mr. McInnis, the late Provincial Secretary, it was described as open to individual amendment or suggestion. After reviewing the difficulties of the farmers in respect to hail-storms and preceding efforts to meet the evil in municipalities and in other Provinces, Mr. Agnew described a compulsory policy as impossible and a system of reserve as essential. The details of the Bill had been carefully worked out and they were referred to a Committee where, ultimately, the measure was held over although its general principles were approved by the House. It was stated by Mr. W. Ferguson in the debate that the assessment of the Province was $217,000,000 and the loss from hail in 1907 $328,000 and one Liberal speaker claimed that the proposed legislation would put the Government in competition with existing Hail Insurance companies.

An interesting debate occurred on Feb. 6th when Mr. Valentine Winkler (Lib.) moved that the Public Schools Act be amended so as to eliminate the penalty clause for not flying the Union Jack over the school-houses. His particular point was the Mennonite schools as to which compulsion in this respect was said to be unfair and unnecessary. They had already petitioned the Government from various parts of the Province asking to be exempted in this particular as also the teachers of their faith attending Normal Schools from instruction in military training. The Hon. G. R. Coldwell, for the Government, refused to make any change and regretted "the plain, abject fear of these people as to our institutions." The Premier was vigorous in his expression of policy and of contempt for half-hearted measures in this connection: "We feel that the Trustees, or the people living in school districts, who say they are indifferent as to whether it is the British flag or any other flag that flies over their school, are indifferent as to whether their children shall know what the British emblem stands for or not. When they take that attitude of indifference we regret we are compelled by virtue of the responsibility resting upon us to withhold from them the public aid for their schools. I do not think there is a man worthy the name of Briton in the Province to-day who, if he eliminates party politics, will not say this is a proper thing to do. At all events we have done

it. We have taken the position that it is as essential men should be loyal and understand what the flag stands for as it is they should be honest and industrious." Mr. T. H. Johnson (Lib.) was afraid that familiarity with the flag might breed contempt; Mr. Hugh Armstrong (Cons.) could not conceive this latter possibility as to a flag which for a thousand years had stood for liberty and public rights; the motion was rejected by 24 to 12. The discussions upon the Liquor Act, the Telephone policy and Education are dealt with separately. On Feb. 26th the Legislature was prorogued by the Lieut.-Governor.

Of miscellaneous public affairs it may be said that Mr. Justice F. H. Phippen and Messrs. A. L. Johnson and W. J. Christie were appointed a Commission to investigate Taxation conditions in the City of Winnipeg with Mr. H. A. Robson as counsel and an inquiry which included manufacturers, business men and various interests in its scope; that a Hospital Commission composed of Mr. Justice T. G. Mathers, Dr. J. R. Jones and Mr. G. R. Crowe, was appointed by the City Council to report on Civic conditions in that respect and to study the systems in vogue in other cities; that the Beef Commission appointed early in the year reported a number of recommendations and conclusions. The following is a brief summary: (1) The City of Winnipeg should provide a public market and abattoir under proper regulations and management, and other centres do so as far as local trade will justify; (2) that the Railway companies should provide union stock-yards under independent management and be requested to make provision in their yards to ensure proper care and protection for all animals under transport for either local sale or export; (3) that complaints against the Railway companies should be referred to the Railway Commission and that cattle should always be bought and sold in their normal state; (4) that there was not found to exist or to have existed any combination in restraint of, or affecting, trade in cattle, sheep or meat, or any, or all of them, in the Province such as would infringe on the Criminal Code of Canada and that, therefore, no prosecution could be advised.

During the C.P.R. strike Messrs. C. H. Campbell and R. Rogers of the Government were active in trying to effect a settlement. Mr. Rogers went to Montreal and discussed the matter with Sir T. G. Shaughnessy; Mr. Campbell negotiated in Winnipeg with the strike leaders and Mr. Whyte of the Railway. Mr. Rogers told the Montreal press on Oct. 5th that: "I have done my best to end this unhappy dispute and I am exceedingly glad to be able to state that the matter has been happily settled. I have been trying to secure the best settlement possible for the men and in this work have been ably assisted by Messrs. F. D. Monk, M.P., and F. L. Marechal, K.C., who have given up much of their time during the past week in working on the matter with me. Through-

out our negotiations I found Sir Thomas Shaughnessy very well disposed towards the men." Another non-political matter was the proposal first presented by Ernest Thompson-Seton, the author (*Free Press,* Feb. 15), for an elaborate celebration in 1912 of the Centenary of Lord Selkirk's settlement on the banks of the Red River and the first stage in the creation of the City of Winnipeg. His central thought was the establishment of a Hall of Fame—a valhalla of Western pioneers. The idea of a celebration of some kind was considerably discussed and very largely approved by public opinion. As an outcome of this suggestion there evolved a policy of celebration by a World's Fair to be held in Winnipeg. Mr. G. A. Glines and other citizens interested themselves in the project and interviews in the *Free Press* of Dec. 5th indicated a considerable public opinion behind the promoters. Portland Exposition experts were brought to Winnipeg and on Dec. 13th a large and representative Committee was appointed, with Mr. Sanford Evans in the chair, to determine the character and ways and means of a Selkirk Centennial. It was composed as follows:

Hon. R. P. Roblin	W. A. Black	Andrew Kelly	James Fisher
William Whyte	C. E. E. Ussher	John Galt	Alex. Haggart, K.C.
A. M. Nanton	G. A. Glines	F. Morton Morse	George H. Shaw
D. E. Sprague	C. C. Chipman	D. C. Cameron	J. W. Dafoe
A. L. Johnson	F. W. Drewry	C. H. Enderton	T. D. Robinson
A. A. Gilroy	A. E. Duff	A. A. Andrews	M. E. Nichols
R. D. Waugh	Hugh Sutherland	R. L. Richardson	J. B. Mitchell
E. F. Hutchings	Prof. McDermid	C. N. Bell	N. T. McMillan
G. F. Galt	R. T. Riley	T. R. Deacon	W. J. Christie
John Stovel	C. F. Roland	Dr. J. R. Jones	E. L. Drewry
H. W. Hutchinson	C. J. Harding	J. H. Ashdown	A. W. Puttee
Dr. A. W. Bell	Prof. Brydone-Jack	A. F. D. McGachen	W. Sanford Evans
Hon. Robt. Rogers	Hugh Baird	J. A. M. Aikins, K.C.	

An aftermath of prolonged party fights was heard in the Winnipeg Court-room on Mch. 3rd before Chief Justice Howell when the Deputy Attorney-General of Manitoba stated that in the cases against Duggan, Jickling, and Ayotte, returning-officers for three Manitoba constituencies, and R. E. A. Leech (the central figure in the "thin red line" charges) the indictments had been dropped. On Feb. 22nd the Premier submitted figures to the Legislature shewing that between 1897 and 1908, 462,262 acres of the Manitoba and North-West Railway land grant had been sold for $1,780,-462 or an average of $3.85 per acre. An unpleasant incident of the year was the fact of a number of deaths (15) reported in October and November as due to the explosion of coal-oil in Winnipeg, Killarney and Swan Lake. In many other cases victims had escaped with their lives but with more or less severe injuries. The Attorney-General (Hon. C. H. Campbell) on Nov. 16th stated that there must be a Federal investigation of the matter and it was claimed by the *Telegram* of that date that gasoline or naphtha was being used to adulterate illuminating oils with all the product

traced to one source—the Pennsylvania Oil Company. In reply to a demand in certain quarters that the Provincial Government should move in the way of punishing the offenders, or checking the crime involved, Mr. Campbell pointed out on Nov. 28th that the inspection of such imported products lay with the Department of Inland Revenue. He had telegraphed the Minister at Ottawa on the 16th, drawing his attention to the 15 deaths already resulting from this adulterated coal-oil, and stating that "it is believed that other coal-oil exists of similar condition throughout the Province. Primarily this is a matter for your Department." He had asked co-operation in punishing the guilty parties and in stopping further sales but was advised that the Federal officers in Manitoba had full authority and powers. The verdict of a coroner's jury on Dec. 3rd, however, exonerated the Winnipeg Oil Company—a branch of the Pennsylvania concern—from all responsibility in one of the deaths involved and there the matter rested. In October it was announced that the Local Executive Committee having in hand the preparations to receive the British Association, at its 1909 meeting in Winnipeg, had matters well in hand and had issued a preliminary Hand-book dealing with the City and its interests. The Honorary President of this Committee was Sir D. H. McMillan, Lieut.-Governor, the Chairman was the Mayor of Winnipeg, the Vice-Chairman was D. W. McDermid; the Hon. Secretaries were C. N. Bell, W. Sanford Evans, Professors M. A. Parker and Swale-Vincent; the Treasurer was John Aird of the Canadian Bank of Commerce.

Manitoba's Budget and the Government Telephone Question

The Provincial Treasurer, Hon. J. H. Agnew, introduced what was unfortunately destined to be his last Budget in the Legislature on Feb. 3rd. After reference to the marvellous progress of Manitoba and the West in recent years, to the "rich man's panic" of 1907, to the climatic troubles of the Province in that troubled year and its remarkable recuperative qualities, to the fact that despite the vicissitudes and variations of that time every material item in the revenue now shewed an increase, he proceeded as follows:

> We have done what this Government started out and agreed to do; we have carried on all the legitimate requirements of the country and yet have in hand a substantial and available fund for the permanent requirements of the Province and have a substantial amount in cash for the payment of its liabilities when they mature. The consolidated account receipts for the calendar year 1907 are $2,118,734 and the consolidated expenditures $1,824,381, leaving a surplus of ordinary revenue over ordinary expenditure of $294,353. I take credit for that statement and it is a satisfactory statement considering the fact that every voucher that has been brought into the Provincial Treasurer's office during 1907 has been paid in full. The statement shewing the surplus in each year since the change of Government is as follows: 1900, $11,056; 1901, $49,433; 1902, $289,686; 1903, $148,777; 1904, $249,358; 1905, $465,123; 1906, $518,399; 1907, $294,353; or a grand total surplus, for which this Government is entitled, I think, to credit, of $2,021,199.

As to the cash on hand Mr. Agnew stated that the amount on Dec. 31, 1907, was $842,798 in trust account and $864,366 in consolidated revenue account, or a total of $1,707,165. At the time of speaking the total was $2,007,907. Comparing the public grants of 1907 with those of 1899—the last year of Liberal rule—the Treasurer said that the expenditure on Education had increased from $151,983 to $338,429, on Agriculture from $23,898 to $41,475, on Hospitals, etc., from $36,909 to $116,236, on municipalities and public works from $39,997 to $142,749. Meanwhile, however, the consolidated revenue had grown from $972,461 to $1,824,381. It was evident, he added, that unless means could be found for obtaining control of the Educational Trust fund of about $2,000,000 held by the Dominion Government, invested by it in its own securities, and netting the Province only 3 per cent. interest, increased grants to the schools would have to cease. Reference was also made to the Manitoba and North-West Railway lands and the maturing bonds for which latter the Government was responsible, the Manitoba and South-Western Railway bonds and the Winnipeg and Hudson's Bay Railway bonds—all invested obligations maturing very largely in 1910. The revenue for 1907 and the estimated figures for 1908 may be summarized in the following tables:

Revenue.	1907	1908 Estimated
Subsidy	$585,497 00	$ 751,497 46
Interest on School Land Funds	111,572 70	110,000 00
Land Titles General Fees	192,856 92	175,000 00
Liquor Licenses	98,265 27	100,000 00
Interest	83,535 32	78,000 00
Provincial Lands	463,254 30	450,000 00
Support of Insane	115,492 26	120,000 00
Succession Duties	13,150 44	56,000 00
Corporation Tax	86,331 86	80,000 00
Railway Tax	93,875 33	100,000 00
Telephone Rentals	.....	625,000 00
Miscellaneous	274,902 72	182,500 00
	$2,118,734 12	$2,827,997 46

Expenditures.	1908 Estimated
Legislation	$ 79,640 00
Executive Council	30,100 00
Treasury Department	99,700 00
Provincial Secretary	11,960 00
Department of Education	371,645 00
Department of Agriculture	241,698 37
Attorney-General's Departm't.	376,320 00
Department of Lands	24,760 00
Railway Commissioner	1,300 00
Telephones and Telegraphs	330,900 00
Public Works Department	869,325 00
Municipal Commissioner	3,500 00
	$2,440,848 37

The Opposition did not, of course, quite agree with the Treasurer's presentment of affairs. Its leader, Mr. C. J. Mickle, on Feb. 4th maintained that it was easy to create a surplus on paper and contended that in this case a part of it was composed of the Manitoba and North-West Railway lands which should properly be in a Trust account. He deprecated the Government's increasing expenditure. "In the year 1900, it was $1,085,000 as against $2,053,000 in the past year; practically doubled in eight years. In 1903, the expenditure was $1,262,000; in 1904, $1,353,000; in 1905, $1,743,000; in 1906, $1,854,000 and in 1907, $2,053,000. Now of this disbursement the chief item that strikes one is the Department of Agriculture and Immigration with an increase from $121,682 in 1900 to $243,092 in 1907.

In the Attorney-General's Department in 1900 the expenditure was $127,139 and last year $339,219. The expenditure in the Public Works Department increased from $236,129 to $478,552. Now I contend that this increase in expenditure is not natural; that it is growing too fast and beyond all reason." He disapproved delay in the new Parliament Buildings matter and considered them an absolute necessity. Dr. R. S. Thornton went further than his leader and endeavoured to prove the surplus altogether a myth. He took the receipts from public lands during 1907, less expenses, as being $393,145 and from this deducted the surplus of $294,353 —leaving a deficit of $98,792; he estimated the total sale of lands since 1900, less expenses, as being $1,856,526 and from this deducted the surplus cash and capital, less any borrowed money, and produced a deficit of $82,396 upon the eight years' operations!

The debate continued for days with speeches from J. B. Lauzon, J. W. Robson, Joseph Bernier, Hon. R. Rogers, R. F. Lyons, and the Premier on the Conservative side; and from Dr. J. W. Armstrong, S. Jonasson, T. H. Johnson, W. Ferguson, and others on the Liberal side of the House. Mr. Bernier made a specially vigorous onslaught upon the Opposition: "In 1899 the Greenway Government left to their successors a deficit of $977,837. The Conservative party had taken the reins of power when the finances of the Province were in a deplorable condition and when the banking account, both of a general and trust nature, was largely overdrawn; when school grants and other accounts against the Province were outstanding to the extent of over $150,000 and in all Departments were to be found irregularities. Notwithstanding this deplorable condition, the Conservative party, led by men of high statesmanship, actively started in a work of progress and rehabilitation of the financial standing and credit of the Province. In eight years of careful and business-like administration they have succeeded in paying part of the debts of the Greenway Administration besides effecting a saving to the people of the Province shewn in a total surplus of $2,021,199." Mr. Premier Roblin in his address stated that every dollar received from public lands since 1900 was either in the treasury as cash in hand of $864,366 or in public buildings, of which he read a list, with a total expenditure of $1,064,083. It may be added here that in September Mr. Agnew went east to dispose, personally, of certain bonds for which satisfactory offers had not been received by tender. He was successful at a uniform price of 98 per cent.

The Telephone situation in Manitoba at the beginning of 1908 was a triumph for the principle of Government-ownership and a most popular step in the Government's policy. In 1906 a Commission had been appointed to inquire into the Bell Telephone Company's rates and the general question of regulation and had reported the Company's capital investment in Manitoba as $1,300,000 and its gross earnings as over $300,000. Since then

$1,000,000 had been expended in improvements and on Dec. 28, 1907, after the Company had offered to sell out to the Government, the latter's official expert valued the property as worth $3,210,098 exclusive of supplies on hand and the question of good-will. Negotiations as to this sale had been proceeding, off and on, throughout 1907 between Mr. C. F. Size, President, and the Hon. R. P. Roblin. On Jan. 1st, 1908, the Premier announced that the sale of plant, good-will, etc., had been made to the Government at $3,300,000 as against the original price of $4,000,000 asked by the Company; that payment would be made in 40-year 4 per cent. bonds at par and operations carried on by a Commission. Supplies to the value of $100,000 would also be purchased. On Jan. 15th the property duly passed into the hands of the Government. To the *Free Press* of Jan. 1st the Premier said: "We purchased the Bell system for the purpose of avoiding the necessity of having a dual telephone system in the Province and in that way preventing the waste of several millions of dollars of capital as well as the extra cost to the telephone user. I believe, also, that it is a good commercial proposition and whatever profit there is in its operation from this time on will belong to the people of Manitoba rather than to a private company. I am also proud of the fact that we have been able to secure for the people of Manitoba the first complete system of government-owned Telephones on the continent of North America."

In the Legislature on Jan. 6th the report of negotiations and terms was laid before the House by Hon. J. H. Howden and on the 7th Mr. Mickle, for the Opposition, declared the arrangement too hurried a one. He favoured the principle of ownership but thought construction might have been cheaper and better than purchase. To this Mr. Roblin replied very effectively: "Had the Government prosecuted construction to completion of a Government telephone system there would have been an economic waste of $4,000,000. The money might as well have been burned so far as being of value to anyone. It was absolutely impossible for two systems, one government and one private, to continue." As to the rest it was an experiment, a matter for experts, and it would be 12 months before the Government could say much regarding the success of the policy. Politically, he thought, "the principle of government-ownership of what are considered natural monopolies, is recognized as a sound one; it is a cardinal principle of the Conservative party of Canada and, consequently, in adopting that principle in a Provincial way we simply endorse the principles that have been announced by the Leader of the party that I have named." To this speech Mr. T. H. Johnson replied by drawing attention to the Government's policy of proposed construction as evolved and advocated during the previous year.

On Jan. 10th the action and policy of Mr. Size in these negotiations were approved by the Bell stock-holders and the President

announced some special reservations in the agreement with Manitoba. "One is, the right of the Bell Telephone Company to operate lines over the Province of Manitoba, connecting Ontario and Saskatchewan; and another is connection with the Manitoba Government lines." About this time Francis Dagger, who had been formerly employed by the Manitoba Government as a Telephone expert and was now at Regina in a similar capacity, wrote to the *Free Press* denouncing this purchase as giving the Bell people "a present of $1,000,000 over and above the actual value of its plant." On the 15th announcement was made that the Government Telephone Commission would consist of F. C. Paterson (Chairman), W. H. Hayes and H. J. Horan, all Western employees of the Bell Company for many years. The 2nd reading of the Telephone Bill was moved in the House on Feb. 3rd by Mr. Howden, Minister of Telephones, Railways and Telegraphs. The measure organized the Department for managing Telephones and Telegraphs. The speaker reviewed the history of this question and then dealt with present conditions:

> The present earnings of the plant are $600,000 per year. Setting aside the sum of $355,000 for the expenses of management and depreciation, which is certainly ample, and $165,000 for interest and sinking fund, it would leave a surplus of $80,000. This sum can be applied as a reduction of the present rental rates and would provide a reduction of nearly twenty per cent. on all telephones except extension telephones. The present earnings can be considerably increased by adopting a uniform scale of charges for all users, the withdrawal of franking privileges enjoyed by some (which has been done) and giving no special reduction to special classes which, up to the time the Government took the system over, had been in force. It is the intention of the Government to withdraw all free telephones on the expiration of present contracts and to manage the system as a commercial undertaking. The charges on long distance lines have been so adjusted that they compare favourably with other places similarly situated, the rates being arranged on the actual mileage instead of the telephone mileage.

The Minister dealt with the Opposition charge of paying $600,000 or $1,000,000 too much for the Bell assets by indicating the losses which would have followed from duplication of its plant and competition which he estimated, in one respect alone, at $200,000 a year. Mr. J. A. Campbell (Lib.) followed: "The Liberals had favoured the purchase of the Bell and had hoped that the telephone question was settled. He did not, however, like the way the deal had gone through and thought the Government had no right to purchase the Bell system without submitting the bargain to the Legislature for ratification. The action of the Government was unprecedented." On the 13th the Premier reviewed the situation at length. He eulogized the principle of public ownership and welcomed the criticism of competent men; denounced the Rev. Dr. F. B. Duval for having stated in the Winnipeg *Tribune* of Feb. 10th that "by the secrecy of the whole affair and the fact that the telephone experts all over the con-

tinent agree that the price paid is a million dollars too much, I am entitled to have doubts as to the honesty of the men in charge of affairs"; described that Presbyterian clergyman as a citizen of the United States and as speaking "with venom and malice and wickedness" against everything that was Conservative or British; pointed out that the Telephone Act of a previous Session looked to the purchase of the Bell system by expropriation, if necessary, and that the Government had Conservative, as well as popular approval, of its policy; spoke of the prolonged and expensive contest the Government system would have had in competition with the Bell Company; described Mr. Dagger as not a telephone expert, as having had no practical experience in building telephones, and as having been dismissed from the Government service for this reason; stated that the Government policy was one of keeping the Telephone Commission and management absolutely free of politics and leaving to the Commission the question of lower and other rates. He would make no promises or prophecies; the system must be in operation for a year before the Government could say much.

Following the Premier's reply to the Rev. Dr. Duval's insinuation the latter returned to the attack in the *Free Press* of Feb. 15 and proclaimed himself a British subject and a resident in the country for 20 years; declared that his pulpit reference to the Government had been incidental to a study of various Governments; and declared it to be axiomatic that business done in secret promotes suspicion. Writing to the same paper on Feb. 22nd Mr. Dagger denied dismissal from the Government's services, stated that he had been employed to help in a campaign of education and not as a building expert, and reiterated his claim as to excessive payment for the Bell plant. Meanwhile the Legislature on Jan. 16 had rejected by 19 to 12 a Liberal motion which approved the Government-owned system and the Bell purchase but declared that the contract should have been first presented to the House for ratification and that fuller information as to the cost and details should have been provided. On Apl. 25 the Winnipeg *Telegram* stated that 3,000 rural subscribers would be provided with telephones by January 1, 1909, at which date over 20,000 telephones would be in use in the Province.

Manitoba Boundaries; Temperance and Educational Conditions

The long-standing and many-sided Boundary question was not only a Dominion issue during the 1908 elections so far as Manitoba was concerned, but it produced a drastic Resolution in the Legislature during this year, and was promised treatment at the hands of the Federal authorities and Parliament. On Jan. 15 Mr. Premier Roblin presented to the Legislature a most elaborate Resolution and Memorial in a speech which was also very comprehensive. The motion reviewed

Manitoba's successive expressions of opinion upon this subject in the light of the Governor-General's recent Speech from the Throne, promising a measure dealing with the question, and Sir Wilfrid Laurier's comment thereon; referred to the result of such legislation as dependent upon Manitoba's acceptance but now proposed to be enacted without consultation as to terms and conditions; and quoted an Imperial Act, 34 Victoria, chap. 28, as follows: "The Parliament of Canada may from time to time, with the consent of the Legislature of any Province of the said Dominion, increase, diminish, or otherwise alter the limits of such Province, upon such terms and conditions as may be agreed to by the said Legislature." Mr. Roblin's Resolution then proceeded:

Whereas this House further avers that the adoption of any measure by the Parliament of Canada dealing with the extension of Manitoba's boundaries in the manner suggested by the Prime Minister of Canada, as aforesaid, without this Legislature having previously agreed thereto, would in the opinion of this Legislature be a violation of the constitutional provision above set forth, and in direct variance with the course hitherto pursued in such cases, *i.e.*, in the case of this Province in 1881 and in the Province of Quebec in 1898; and whereas it is desirable that the views of this House with regard to an extension of the boundaries of the Province should be expressed and conveyed to the Federal authorities, and an outline given as to the area and the financial conditions upon which an extension of the boundaries of the Province will be deemed satisfactory to this House; therefore, be it resolved that a Memorial from this House, in the form herewith submitted, respecting all and singular the premises, be adopted, approved, and forwarded to the Honourable the Senate and the House of Commons of Canada.

The Memorial in question reviewed the claims and historical position of the Province and described in exact terms the boundary which it was thought should be given or extended; asked for financial conditions similar to those granted the Provinces of Saskatchewan and Alberta. As Manitoba had no debt the Province claimed to be entitled to the sum of $405,375 per annum from the Dominion, being the equivalent of five per cent. per annum on $8,107,000. Further, as Manitoba had no public lands as a source of revenue, the Legislature asked the payment of an annual sum based on the population of the Province to be determined by a quinquennial Census on the following basis—until the population reached 400,000, $375,000 per annum; up to 800,000, $562,500; up to 1,200,000, $750,000 and thereafter $1,125,000. Lastly the Province asked the sum of $93,750 in five years to provide for the construction of necessary public buildings. In his speech Mr. Roblin claimed that neither Ontario nor Saskatchewan had asked until lately for a portion of the territory which Manitoba during 25 years had been striving to obtain; that action was only taken by them as a result of the Federal Premier's suggestion in Parliament after the Autonomy Bills controversy; that Ontario now had an area of 260,862 square miles, Quebec 351,873 miles, British

Columbia 372,630 miles, Alberta 253,540 miles, Saskatchewan 250,560 miles and little Manitoba only 73,732 miles; that Ontario was barred in equity from such a claim and in law by official declarations through constitutional channels and in the findings of the Judicial Committee of the Privy Council; that the injustice of Manitoba's position and every element of fairness and statesmanship—Federal and Provincial—demanded acceptance of the Province's claim to control its lands and fisheries and minerals. The mere extension of territory to Hudson's Bay and the West was only a portion of the problem.

During the debate which followed the Opposition criticized the view that Sir Wilfrid Laurier had no right to deal with the matter without having previously obtained the consent of the Provincial Legislature, and reminded the Government of a Provincial Act passed in 1874, giving the Federal authorities power to act provided the terms and conditions were approved by the Manitoba Legislature before the increase of territory came into effect. Mr. T. C. Norris on the 17th contended also that the Resolution was not all it should be, that there ought to be a conference of both sides of the House and an unanimous result. He moved: "This Legislature submits that in its judgment there should be added to the Province of Manitoba all the unorganized territory lying to the north of Manitoba up to the 60th parallel of latitude and eastward to and along the shores of Hudson's Bay, so as to give to this Province an area at least equal to the areas of Saskatchewan or Alberta; and that an essential part of this arrangement should be a re-adjustment of the relations as to lands or finances between the Province of Manitoba and the Dominion Government which would place this Province on an equal footing with the new western Provinces." Mr. Roblin replied to various speakers on the 20th, stated that he had been quite willing to have a joint Committee of the House but that this amendment made it useless, claimed the particular form of the amendment to be improper and declared that the Opposition policy would weaken the weight and influence of the Legislature's action. Mr. T. H. Johnson replied in an effective Liberal speech. The amendment was lost by 21 to 11, a further amendment by Dr. R. S. Thornton asking for a Joint Committee was rejected by the same vote, and the original motion then passed by 27 to 4, only J. A. Campbell, B. J. McConnell, V. Winkler and George Walton (Liberals) being recorded against it. On Jan. 31 Dr. W. J. Roche presented the Memorial to the House of Commons. Then followed the Aylesworth Act complications, the visit of Messrs. Roblin and Rogers to Ottawa and, on July 8th, the Federal Premier gave notice in the Commons of a Resolution respecting the extension of the boundaries of Manitoba, Ontario and Quebec. The Resolution so far as Manitoba was concerned was as follows:

Be it resolved that it is expedient that the prayer of the said petition should be acceded to and that upon such terms and conditions as may be agreed to by the said Legislative Assembly and by Parliament the boundaries of Manitoba be extended as follows: the northern boundary to be the 60th parallel of latitude, the western boundary to be the present eastern boundary line of the Province of Saskatchewan to the said 60th parallel; the eastern boundary to be the present eastern boundary as far north as the north-east corner of the Province, thence on a straight line to the most eastern point of Island Lake, and thence on a straight line to the point where the 89th meridian of west longitude intersects the shore line of Hudson's Bay.

And be it further resolved: That whereas, notwithstanding the extension of territory above described, the ungranted lands of the Crown in the territory so to be added to the said Province will still continue to be administered by the Government of Canada for the purposes of the Dominion and the said Province will not have the public land as a source of revenue; it is just and equitable to recognize the increased cost of civil government which such extension of territory will occasion to the Province, and in view of the premises to make to the said Province an increased allowance by money payment, the amount of which should be the subject of negotiation between the Government of Canada and the Government of Manitoba.

The boundaries of Ontario were also to be extended northward as soon as its Legislature so desired and to include all the territory to the north of that Province between the extended boundaries of Manitoba and the waters of James Bay and the Hudson's Bay. Similarly, on the request of the Legislature of Quebec, that Province was to receive the District of Ungava. The question of the provision for separate schools in the new territory was left over and the actual extension of the boundaries was thus postponed for a year although the Resolution paved the way in so far as it determined the actual territory to be added to each Province. Manitoba would thus obtain the ports of Fort Churchill and York Factory and a coast line extending about 400 miles from a point 80 miles south-east of York Factory to a point about 90 miles north of Fort Churchill. It also appeared that the claims of Saskatchewan had, in the main, been rejected and that Manitoba would be given a total area of 252,000 square miles. Practically the old District of Keewatin was to be divided between Ontario and Manitoba while Quebec would receive Ungava with its area of 456,000 square miles and Ontario about 140,000 square miles. Mr. Roblin commented as follows upon the proposals (July 10): "I am not only surprised, but bitterly disappointed in so far as the declarations contained in the Resolution covering Manitoba are concerned. Ontario has no legal claim, no claim in equity, for the lands north of the waters of Lac Seul, Lake St. Joseph and the Albany River, to that point which includes a line projected northward from the confluence of the Ohio and Mississippi Rivers. I look upon the whole thing as a mere subterfuge."

The Resolution was moved by Sir Wilfrid Laurier on July 13th and in his speech the Premier claimed that Manitoba had already received its special Debt allowance when entering the Dominion and was not entitled to any more. As to Crown lands

compensation "it seems to us that we should do for Manitoba what we have done for Alberta and Saskatchewan and that Manitoba should receive compensation in lieu of the public lands; but what is to be the amount of this compensation, whether or not we should adopt the basis which was adopted for Saskatchewan and Alberta, is a question which should be left for negotiation between the Dominion Government and the Manitoba Government." He concluded with the statement that if the boundary which had been suggested was not satisfactory to Manitoba nothing could come of the Resolution so far as that Province was concerned. Ontario and Quebec could, however, take advantage of the clauses affecting their interests. The Resolution passed without division after an amendment providing that its terms should not impair the representation of any smaller Province in Parliament.

The Temperance interests in Manitoba conducted a vigorous campaign during the year especially along Local Option lines. The Government also did its share in the work of restriction. In the Legislature on Jan. 29th Mr. J. T. Gordon presented a petition from 9,000 persons, described as resident electors of the Province, praying that the License law be so amended as to provide for the compulsory closing of hotel bars at six o'clock. It was headed by the Archbishop of St. Boniface and included many representative men of all organizations and denominations. Two days later a large deputation endorsed the petition and appealed to the Government, through Mayor Ashdown of Winnipeg, William Whyte of the C.P.R., Rev. A. A. Chevrier on behalf of Archbishop Langevin and his clergy, Rev. Dr. S. P. Rose, and others, for support. The Hon. Mr. Rogers, in reply, indicated some of the difficulties in the way but said the Government was anxious to do all that could be done and was now preparing some drastic amendments to the License Act. In the matter of proportionate licenses to population he quoted figures which shewed Manitoba to be considerably ahead of Ontario, Saskatchewan and Alberta.

On Feb. 17 Mr. Rogers moved the second reading of the Government measure amending the License Act. The reason, he stated, for refusing to close the bars at an earlier hour was the danger of increasing the influence of illegal and immoral resorts or what were popularly called "blind pigs." As finally passed new clauses in the Act provided that on the presentation of a 25 per cent. petition municipal councils must submit a Local Option by-law at the ensuing municipal election with a majority vote to carry such By-law instead of a three-fifths one as previously; that no such law could be repealed within one year and when a repealing By-law was presentetd and defeated, no similar by-law could be submitted for another year. In Local Option districts no licenses were to be issued except to wholesale and retail drug-

gists who could furnish liquor only on physicians' certificates. No liquor was to be shipped into Local Option districts from other parts of the Province nor could parties have it in their possession unless by a Doctor's prescription. Bar-tenders were to be licensed. Penalties for selling liquor without a license were doubled and other penalties increased. There was to be no communication between bar-rooms and basements nor any communication by wire or signals between the bar and any other part of an hotel. The chief Opposition action as to these proposals was an amendment by Mr. C. J. Mickle providing that the Local Option majority should be a "resident majority" but it was rejected in Committee and again in the House by a vote of 23 to 10.

On Feb. 20 a delegation from the Liquor interests protested to the Government that the measure was too drastic, that it was practically confiscation and would endanger much English capital invested in the Province, that a non-political Commission to oversee the Liquor business would be the best policy, that under Local Option the illicit sale of liquor increased enormously. On the other hand the Temperance interests were pleased. Mr. C. F. Czerwinski, Grand Councillor of the Royal Templars, stated in his annual address on Feb. 20th that "These amendments, if they become law, will give us two most desirable conditions: first, a fair chance at the people; second, satisfactory results in extinguishing the public temptations to drink wherever the attempt is made to really enforce the law. We should not hide our satisfaction with this Bill but, without regard to party favour, or party prejudice, should frankly acknowledge our delight over its enactment. With this Act on the statute-book it will be up to us to appeal effectively to the people and secure that democratic endorsation of our principles which must form the basis of all sound progress or reform in a country like ours." During the Session, it may be also added, charters for Club bars were uniformly refused. Let the majority rule was the Government's principle in this respect. In the autumn a vigorous Local Option fight took place. In 61 municipalities, out of 123, petitions were prepared asking for a vote on the maintenance of the Liquor traffic locally or its veto; in 24 of these the forms of the Act were properly followed; in the rest, according to a decision of the Court of Appeal, an improper procedure was adopted. The result of the final vote on Dec. 15th shewed Local Veto gains in seven municipalities—the vote in Emerson being afterwards quashed on a technicality—and the confirming of preceding Local Veto votes in nine municipalities.

The question of compulsory education was considerably discussed in the Province during the year. It involved political difficulties because of the antagonistic attitude of the Roman Catholic Church toward the proposal, and Mr. Roblin and his Government refused to accept a Resolution presented on Jan. 31

by Messrs. D. A. Ross and J. W. Armstrong (Liberals) which declared that: "Whereas in all civilized countries except Russia, the attendance of children at some school is compulsory between certain ages and years, and truancy and compulsory attendance laws are in force in the Provinces of Ontario, Saskatchewan, Alberta and British Columbia; and whereas the Privy Council in 1892, in the case of the City of Winnipeg *vs.* Barrett, clearly shewed in their judgment that there was no question as to the powers of the Legislature in making regulations for the sanitary condition of school-houses, imposing rates for the support of denominational schools, enforcing the compulsory attendance of scholars, and matters of that sort; and whereas it is desirable that children should attend at some public school or private, between the ages of five and fourteen years, and have the advantages of the best education attainable in order to compete on equal terms with other nations; therefore, let it be resolved, that this House endorses the principle of compulsory education and, claiming on behalf of the people of Manitoba the right to enforce such, considers it desirable that the Government should introduce the necessary legislation to prevent truancy and to enforce compulsory attendance in cities, towns and incorporated villages and, for a limited period of the year, in rural districts."

Mr. Joseph Bernier (Cons.) made an elaborate speech against the Resolution and denounced not only the principle of compulsory education but the existing system of Manitoba schools which he designated as neutral and secular. He challenged the friends of compulsory education by declaring that any move in that direction would result in the re-opening of the School question when the fight would be fought over again with unexampled earnestness on the part of those opposed to the present system. Mr. T. H. Johnson (Lib.) ridiculed Mr. Bernier's view and stated that the Resolution sought to remove the menace of the fact that children were growing up in ignorance who ought to be receiving training and education in the Public Schools. Mr. Roblin, in his speech, quoted the late D'Alton McCarthy, Mr. Clifford Sifton, and Hon. J. D. Cameron, as declaring during the 1890 discussions upon Separate Schools, that a compulsory clause in that famous measure was unconstitutional, illegal and *ultra vires.* It had been withdrawn then and, rather than renew the condition of sectarian feeling which existed in those days and risk another constitutional struggle of the same kind, the Premier said he would refuse to support this proposal now. It was rejected by 17 to 11 votes.

Speaking in the House on Feb. 4th the Hon. G. R. Coldwell, in charge of the Education Department, reviewed the general situation in the Province and the recent changes by legislation and said: "We have in connection with our Education Department some 1,400 school districts organized. Of these only 1,297 are in operation; the others are not being operated for various

local reasons. Those in operation contain about 1,900 departments with a teacher for each department. They also include intermediate departments, of which there are a considerable number, and which lie between the public schools and the high schools of our Province. We have eleven or twelve high schools, three collegiate institutes, three normal schools and one model school. We also have another school called the Ruthenian School, in operation at the present time and of considerable importance to our country, and in which a body of teachers are being trained to go out and educate many of the foreigners in our midst. Now these various schools have been managed, first by what has been in the past a Committee of the Council; but which, in the future, will be managed by the Minister of Education. Then comes the Advisory Board. In the past there has been a possibility of electing nine members, but only six have been, as a matter of fact, elected. It has been found to be a most useful Board and it was thought necessary in the Bill passed the other day to increase it by two members." Other changes, in management or detail, were mentioned and the fact of there being 40,000 Poles, Ruthenians, Mennonites and other foreigners in the Province was impressed upon the House. Amongst them there were 50 schools at the time of speaking with suitably-trained teachers. As to the grants made in aid of the public schools, they were based upon 200 teaching days and 65 cents per day per teacher. In addition to grants to the public schools the Government had made grants to the high and the collegiate schools. To the high schools this year they amounted to $10,000 and to the collegiate schools $11,000. Compulsory education he favoured as a principle, but it involved the re-opening of the School question and sectarian issues and he could not see his way to do that. According to official figures for the year ending Dec. 31, 1907, the details were as follows:

Legislative grant to Schools	$242,383
Municipal taxes for Schools	$1,223,335
Number of School districts organized	1,443
Number of Schools in Operation	1,943
Number of School Houses	1,328
1. Average Teacher's salary in Cities and Towns	$701
2. Average Teacher's salary in Rural Schools	$515
3. Average Teacher's salary for Province	$581
Number of Teachers attending Normal School	2,328
Number of Pupils registered	67,144
Number of Teachers	2,480
Number of Male Teachers	595
Number of Female Teachers	1,885
Teachers with Certificates—	
1st Class, 261; 2nd Class, 1,368; 3rd Class, 567; Interim	226

In miscellaneous educational matters the Rev. Father Drummond made a powerful appeal in Winnipeg on Jan. 19th for religious education. He reviewed its necessity and desirability, its growing absence from the lives of children and youth. "And

so we are prepared to make any sacrifice to keep up the standard of Catholic education." Speaking to the Manitoba Educational Association on Apl. 1st Mr. Coldwell, Minister of Education, referred to the recent creation of a distinct Education Department in the Civil Service and then addressed to the teachers a clear note of criticism: "May I say to you that what has struck me most is a want of thoroughness or completeness in the great majority of the children who go through our schools. You find many splendid exceptions, but a very great number are utterly deficient in the subjects they have studied in the schools. I am inclined to ascribe this to our system and not to the teachers and I invite your assistance and co-operation to try and find a remedy. The great cry at the present time of business and professional men is for young men and youths who can do their work well and thoroughly and this demand is not met." There were too many subjects; and there was too much generalization. Technical and agricultural education were topics also to which more and more attention must be given. At the close of this Convention Mr. F. H. Schofield was elected President in succession to George Young, B.A., of Portage la Prairie. In connection with the Advisory Board of the Department of Education it may be said that on Aug. 25th Archbishop Matheson was re-elected Chairman and the Hon. W. H. Montague was appointed a member. Lieut.-Colonel E. A. C. Hosmer was, on Sept. 3rd, appointed to the Advisory Board of the Manitoba Agricultural College and, in May, representatives of this latter institution were appointed by the Government on the Council of Manitoba University as follows: Hugh Dyer of Minnedosa, Walter James of Rosser, A. Barent of Letellier, Alex. Morrison of Homewood, Professors W. J. Black, W. J. Carson and W. J. Rutherford of Winnipeg. There were 152 students in attendance at this time and the cost of the College to the Province had been $400,000.

Important developments in connection with the Provincial University occurred during 1908. On Apl. 29th the Cabinet appointed Dr. S. P. Matheson, Archbishop of Rupert's Land, to be Chancellor of the University of Manitoba—a position which had been vacant since Archbishop Machray's death in 1904. The examination list, made public on May 15th, shewed 44 successful candidates for the B.A. degree, 13 for LL.B., 25 for M.D., 5 for C.M., 1 for Phm.D., 8 for M.A.; with Manitoba, Wesley, St. John's and St. Boniface well represented in the graduates and scholarships or in their own distinctive studies. At the Convocation ceremonies (May 15) Chief Justice Dubuc presided as Vice-Chancellor and ten seats on the Council were filled by the graduates electing the following gentlemen: Dr. Gordon Bell, S. W. Clarke, M.A., Prof. R. R. Cochrane, B.A., D. M. Duncan, M.A., Dr. J. R. Jones, E. Loftus, M.A., LL.B., Daniel McIntyre, M.A., W. A. McIntyre, B.A., LL.D., I. Pitblado, M.A., LL.B., and Dr. E. S.

Popham. The Receipts of the University for the year ending Aug. 31st, 1908, were reported as $62,381 and the expenditures $58,955. During the year the Government appointed J. A. M. Aikins, K.C. (Chairman), Dr. W. A. McIntyre, Rev. G. B. Wilson, Hon. J. D. Cameron, Rev. J. L. Gordon, Rev. Father Chevrier and J. A. Machray a Royal Commission, with W. Sanford Evans as Secretary, to inquire into the government of the University and to suggest a better system of administration and operation. This body visited Toronto University, McGill and Laval, in Canada, Minnesota University and those of Wisconsin, Chicago, Evanston, Michigan, Columbia and Illinois in the United States. The tour was made in November and most of the members were able to share in it. The Report was not ready at the end of the year. The chief question at issue was organization into a really Provincial institution with greater unity, harmony, and co-ordination amongst its colleges and allied interests. On Dec. 10 the University Council appointed a Committee to revise its LL.B. course and to consider the advisability of establishing a Law School.

Resources and Development of Saskatchewan

This Province continued its career of progress during 1908. With an estimated population of 350,000 as compared with 91,000 in 1901; with the number of farms increasing during the same period from 13,380 to 64,945; with a production of wheat in 1908 claimed to equal or exceed the proud record of Manitoba; with 145 Bank branches in December, 1908, as compared with 81 branches in 1904 for all the region then including Alberta; with 10,000 new settlers in the Moose Jaw district alone and the growth everywhere of settlements, villages and towns which sprang up like mushrooms upon the prairie and almost in a night; with 1,500,000 live-stock in 1908 as compared with 401,000 in 1901; with unquestioned resources in minerals and timber lands stretching far into the unknown north; with, for instance, lumber mills in the vicinity of Prince Albert having a capacity of 75,000,000 feet and employing from 2,500 to 3,000 men; with brick manufactured from sand at Estevan, Moose Jaw, Broadview, Yorkton, Rosthern and Prince Albert; with coal found in Wood Mountain, Cypress Hills and in the Northern part of the Province, of as yet uncertain values and in undeveloped quantities, but estimated in the fields around Estevan to form deposits of 1,000,000,000 tons; with gold in the sands of the Saskatchewan River, silver and copper veins supposed to exist at Lac la Rouge, iron-ore near Lake Athabasca, and natural gas at Maple Creek; with fish abounding in its Northern lakes and producing in 1906 a marketable value of $206,000; with Railway facilities increasing from a total of 1,019 miles in 1901 to 3,250 miles in 1908; with hope and confidence in the air and accumulating individual riches in actual fact; Saskatchewan had an enviable record and

position during the year despite some drawbacks and inevitable difficulties.

The crop situation was, of course, the central theme of the summer season. In June the Regina *Leader* collected information from many sources which indicated favourable conditions; in July the Dominion authorities estimated an increased acreage of over 300,000 with favourable general conditions and in August estimated the yield of wheat at 20,000,000 bushels in excess of 1907, the yield of oats at 12,000,000 bushels more, and that of barley at an increase of 5,000,000 bushels; in June the Provincial Department of Agriculture issued a Bulletin giving the total area of the Province as 86,826,240 acres, the crop area in 1907 as 3,057,401 acres, the estimated crop area of 1908 as 3,786,394 acres, or an increase of 325,000 acres in wheat, 370,000 in oats and 20,000 in barley. The final estimate of production issued by the Department in October shewed a total yield of 89,467,795 bushels as compared with 53,767,251 bushels in 1907 and 63,052,210 bushels in the banner year of 1906. The figures were subject to revision after the threshers' returns had come in but were considered approximately correct. They were as follows:

Wheat—Acreage 2,374,058; estimated yield 43,539,608 bushels; average per acre 18·34 bushels.
Oats—Acreage 1,170,452; estimated yield 41,663,065 bushels; average per acre 35·59 bushels.
Barley—Acreage, 101,033; . estimated yield 2,695,113; average per acre 26·67 bushels.
Flax—Acreage, 141,451; estimated yield 1,570,000 bushels; average per acre 11·10 bushels.

The final figures published in February, 1909, shewed a total acreage of 5,979,841 as compared with 3,057,401 for the preceding season, or an increase of 95 per cent. in one year; the total yield of wheat as being 50,654,629 bushels, of oats 48,379,-838 bushels, and of the other grains 16,000,000 bushels—altogether 105,589,543. As to Saskatchewan's claim to have beaten Manitoba in the race of production it may be said that different methods of collecting statistics prevailed in the two Provinces and that the Federal returns for the year indicated an extraordinary divergence in estimates and totals. The Dominion figures, published officially in December, shewed the total production of all grains and roots as 69,387,000 bushels and of hay and clover as 27,000 tons with a total valuation of $37,614,000 or $25,883,000 for spring wheat, $8,470,000 for oats and the balance scattering. In Livestock the Dominion Department of Agriculture estimated a general increase for 1908 except in sheep—the totals being 259,811 horses, 119,375 milch cows, 378,248 other cattle, 116,438 sheep and 141,264 swine. The same authorities stated the Saskatchewan expenditures upon Agriculture for the fiscal year ending Mch. 31, 1909, as $224,889.

The Commissioner of Agriculture (Hon. W. R. Motherwell) had to overlook during the year the Provincial and Federal arrangements for distributing seed-grain to the farmers in view of the troubles of 1907 and R. E. A. Leech of Winnipeg superintended operations under him which involved the expected handling of 1,200,000 bushels of wheat, 1,200,000 bushels of oats and 200,000 bushels of barley. Mr. Motherwell had really initiated this treatment of difficult conditions which applied also to Manitoba and Alberta. With Hon. J. A. Calder, he was at Ottawa on Feb. 4th, discussing with the Federal authorities the terms of a proposed loan to enable the Provincial Government to take prompt action. To the Regina *Leader* of Mch. 27th he described the great difficulty experienced in getting high-grade barley and oats for seed; not one-eighth of the former or one-third of the latter being obtainable in Canada. The seed would have to be largely purchased in Great Britain. The annual Convention of the Saskatchewan Grain-Growers Association was an important incident. It was held at Saskatoon on Feb. 12th with President E. N. Hopkins of Moose Jaw in the chair and 120 delegates in attendance.

Resolutions were passed as follows: (1) Protesting against any change in the Grain Act which would give the Elevator Companies a greater percentage of cars; (2) urging the Provincial Government to establish a system of compulsory Hail Insurance; (3) reiterating the desire to see a system of reciprocal demurrage established, and asking the Provincial Government to take immediate steps to prevent the spread of noxious weeds; (4) declaring that the Grain Standards' Board should be given power to establish commercial grades for oats; (5) asking that in the event of a car shortage the Warehouse Commissioner be empowered to order the Railway companies to meet the shipping requirements at the points concerned; (6) urging the Dominion and Provincial Governments to proceed with the building of the Hudson's Bay Railway; (7) approving the working of the Provincial Coal mine by the Government, the extension of this idea into other fields, urging the storage of coal by the Government to meet emergencies, and asking that mine-owners be compelled to fill all car-lot orders direct to consumers at wholesale rates; (8) endorsing Mr. E. A. Partridge's scheme of a Dominion ownership of terminal elevators and Provincial ownership of interior elevators; (9) urging the Provincial Government to continue its milling, baking, chemical and mechanical tests of wheat.

A motion was passed declaring that "great loss and inconvenience to farmers having been occasioned through the Banks refusing advances on stored wheat and bills of lading, the Government be urged to devise a remedy." Several speakers denounced the corporations and one stated that while the Bank of Commerce refused him a loan of $300 on a car of wheat it

was financing the Light and Power system of Rio de Janeiro! Mr. Hopkins was re-elected President and R. C. Sanderson of Indian Head was appointed Secretary. A Conference followed upon the vexed question of Government-ownership of Elevators between the officials of the Saskatchewan, Manitoba and Alberta Associations and on Nov. 25, at Regina, the Premiers of Manitoba, Saskatchewan and Alberta met the same delegates in conference. The Premiers had previously met and talked the subject over on May 4th. Whatever the decision of these gatherings, and the not altogether favourable opinions of the Premiers, no announcement was made during the year. The elevator facilities of Saskatchewan at the close of 1908 involved a capacity of 17,924,500 bushels divided amongst 615 elevators and 14 warehouses. Other incidents of the year included the announced purchase of 90,000 acres of farm lands in central Saskatchewan from the Canadian Northern Railway at an estimated price of $1,000,000 by the William Pearson Company, Ltd., preceded by a similar purchase of 100,000 acres by another Company; the statement that the premium receipts of Provincial agencies of Life Insurance Companies totalled $435,500 during 1908; the fact that 271 miles of railway track were laid in the Province during the year with 171 miles under construction in December.

Government, Legislation and Politics in Saskatchewan

The Government of the Hon. Walter Scott held its own in this Province through a pretty stormy Session and a lively Election campaign. The Premier himself spent the first three months of the year in Europe; with a trip also to Egypt and up the Nile. His health, which had been poor for some time, was greatly improved by these travels and, on April 14th, he was welcomed home to Regina at a successful gathering of 1,100 members of recently-organized Liberal Clubs. After an enthusiastic reception Mr. Scott spoke at some length, dealing first with the Federal record of Liberalism and criticizing the policy of Mr. R. L. Borden; then reviewing Provincial Liberal action in its organization of government, of the Legislature and the initial elections, the choosing of a capital, organization of the Courts, arrangement of a system of secondary education, establishment of a University, construction of Municipal institutions. Coming legislation as to Election laws and a redistribution of seats were mentioned and Sir Wilfrid Laurier was warmly eulogized. In July Mr. Scott visited Ottawa to press for further railway extension in Saskatchewan, to urge construction of the Hudson's Bay Railway, and to present the Province's claim for additional territory. In a Winnipeg interview on July 18th he stated that while "the Federal Ministry did not agree entirely with the railway programme he had suggested they went a very great way toward doing so and would certainly provide for the extensions most urgently required. These would include the Ross-

THE HON. WALTER SCOTT, M.L.A.

Prime Minister of Saskatchewan and victor in the Provincial Elections, 1908.

burn and Thunder Hill branches and 175 miles of the Goose Lake line running south-west from Saskatoon, besides the Brandon-Regina road and the Railway from Prince Albert to Battleford. In addition provision was to be made for the extension of the Moose Jaw-Oxford line as far as the Saskatchewan River, opposite Hanley." Later on in the year the Provincial Premier took an active part in the Federal elections after winning his own Provincial contest. He spoke at several points in Saskatchewan for the Laurier Government and, also, in British Columbia. At Summerland, B.C., on Nov. 7th, he supported Duncan Ross and argued at length upon the Japanese question from the standpoint of Empire patriotism and responsibilities. Toward the close of the year there were rumours as to his going into Federal politics again based upon a Regina visit of Mr. Clifford Sifton and a conference in that city on Dec. 17th between various Federal politicians. There was nothing in it, however.

Very few changes in the conduct of affairs took place in 1908. During the absence of the Lieut.-Governor for a time, Chief Justice the Hon. E. L. Wetmore was, on Mch. 19th, gazetted Administrator of the Government; toward the close of the year, on Dec. 8th, Mr. Archibald P. McNab, M.L.A., of Saskatoon, was gazetted Municipal Commissioner. This latter appointment involved an increase of the Cabinet from four to five members. The new Minister was also a new member of the House, with public experience only as a License Commissioner and a Governor of the University of Saskatchewan. He was, however, locally popular and no exception was taken to the appointment which, it was stated, would under a coming re-arrangement of Portfolios, also make him Minister of Public Works. On Dec. 24th Mr. McNab was re-elected by acclamation. The sudden death of Mr. A. P. Ketchen, in June, removed a most efficient and valuable Deputy-Commissioner of Agriculture. Meanwhile the Government had been proceeding with the important task of constructing the new and imposing Parliament Buildings. The contract was awarded on June 30th to Peter Lyall and Sons of Montreal for $1,424,150 —a price said to be $94,110 less than the Architect's original estimate of cost. There were six tenders and three of them were lower than the accepted one. As to this the financial resources of those tendering and other elements were stated to have entered into the decision. The Architects were E. and W. S. Maxwell of Montreal, the building was to be of stone and brick with quarter-oak finish throughout, the design selected was both imposing in appearance and comfortable in detail.

The 3rd Session of the first Assembly of Saskatchewan was opened by Chief Justice Wetmore, as Administrator, on Apl. 2nd with a Speech from the Throne in which he referred to the bright prospects of continued growth and development in the Province; mentioned the scarcity of seed-grain and the Government's policy

in that respect; noted the increased Provincial subsidies and the coming celebration of Quebec's Tercentenary; referred to the official inquiry which had been made into the proposal for a Telephone system, owned and controlled by the Government, and the organizing work which had been done in connection with the new University; mentioned the recent establishment of Provincial Courts and the coming construction of the Parliament Buildings at Regina and of Court-houses at Moose Jaw, Saskatoon, and Battleford, Land-titles offices at Battleford and Regina, and a Provincial gaol at Moosomin; referred to the Report of the Municipal Commission and promised legislation along that line together with bills increasing the representation in the House, providing free text-books, amending the Liquor laws, and consolidating the general laws of the Province. The Address in reply was moved by Messrs. J. F. Bole and T. H. Garry. Mr. F. W. G. Haultain, K.C., Opposition Leader, followed, welcomed the Premier back and spoke of him in terms of personal friendship; then termed his Government "an aggregation wandering in the desert" without competency or signs of constructive work; criticized the seed-grain policy as being too slow in its operation and declared the grain should have been bought in the Province at an earlier date and before it was all shipped abroad; considered the establishment of an Elevator system for the Province more important than the Telephone question; criticized the composition and methods of the Municipal Commission and hoped that the new Election law would contain stringent regulations against corruption; deprecated the inauguration of free text-books as not wanted and not necessary and referred to the "enormous profits" the Toronto publishers were to make out of the recent contract which he described as a "profligate" one; condemned the supplementary revenue or one-cent-an-acre tax as an obnoxious bit of legislation.

Mr. Premier Scott in replying referred to his own illness, his absence during the Session of 1907 and his appreciation of personal friendships in political life; declared that the late Session had never been surpassed anywhere in the importance and volume of its legislation and that the programme for the present one was also heavy; spoke of the importance of the new Federal subsidy arrangement under which the Province would receive $2,540,000 a year when the population reached 1,200,000 and $3,750,000 when it totalled 2,500,000 or, when the expected 10,000,000 figure was reached, the Province would have from Ottawa $8,250,000 as against $2,200,000 under the original Saskatchewan Act; referred with pride to the Government's action in placing its opponent, S. J. Donaldson, in the Prince Albert seat; stated that the selection of the University site had been left with the Governors of that institution and that the Saskatchewan and Alberta Governments were carrying a test case to the Courts in the matter of the C.P.R. tax exemption; declared that the solution

of the Elevator question lay primarily in the supply of adequate railway equipment for carrying the grain trade; defended the Supplementary Revenue Act as simply bringing 20,000,000 acres of taxable land, lying outside the organized school districts, under taxation of one cent an acre for Educational purposes; defended the Municipal Commission which had also been given the special and technical advice of Mr. W. D. Lighthall, K.C., of Montreal; promised consideration of the difficult problem of regulating the forfeiture of lands for non-payment of taxes; evoked cheers by claiming that not only were the terms under which Saskatchewan became a Federal Province good, but so favourable that Prince Edward Island, British Columbia and Manitoba were all struggling to get some approach toward a similar arrangement. The Address was then agreed to without division.

The ensuing Session was marked by some heated discussions and considerable practical legislation. The most controversial issue was probably the free text-book question, combined with the contract signed early in the year by Mr. J. A. Calder, Commissioner of Education, with the Morang Company, Ltd., of Toronto, for the supply of a series of five Readers. In this matter Alberta joined with Saskatchewan and took the same set of books at the same price. The chief competitor for the contract had been the Canada Publishing Company of Toronto represented by Dr. D. J. Goggin, a one-time Territorial official. The subject had proved a difficult question to settle and an inter-Provincial Committee, appointed in 1907, had to disband without reporting in favour of any one set of Readers. Eventually, however, the Educational Council of each Province approved the Morang Series. In the Saskatchewan Legislature on Apl. 28th the terms of the contract were stated as giving the Toronto concern an exclusive right to print these books for the Province for ten years from Jan. 13, 1908; the Commissioner of Education to control any changes, or revision in the text, or in manufacture of the books, during that period; the arrangement to be subject to renewal for a further time of two years at the pleasure of the Commissioner; the number ordered at first to be 20,000.

On May 8th Mr. Calder introduced his Educational measure, of which this contract was really an important part. The bill provided that the Board of Trustees of a Public School, whether district, high or elementary, might purchase all or any of the text-books, authorized for use, in their schools and distribute them free of cost to the pupils. It was optional for them to purchase certain school supplies, also, and furnish them to the pupils free. They could include in the annual statement of expenditure the sum of money required for these purposes and, in order to raise the necessary funds, a tax would be levied on all property in the district. There was also a clause validating the contract entered into with the Toronto publishers. The Commissioner dealt in his

speech with the necessity of free books under Western conditions, the exorbitant price of present supplies where the profit of the maker and retailer was said to total 147 per cent., the strong effort he had successfully made to reduce the cost and the price of these books. As to the Toronto contract there were several important provisions. Samples were to be fyled in the Department and the standard maintained in delivery; if sold in any other Province at a lower rate than the Saskatchewan price the latter was to be reduced; freight was to be paid on all books to Regina and in quantities worth $5,000, or over, a discount of 5 per cent. would be allowed; the contract was not to be assignable.

As to price Mr. Calder went into detailed consideration of a mass of comparative figures concluding as follows: "The cost of the Series to the publisher is $9,480.10, the price to the Province $12,216.70. That leaves to the publisher a gross profit of $2,736.60 on the order out of which he must immediately pay the freight on 56,000 pounds at $2.50 per 100 pounds, amounting to $1,400, leaving a profit on $9,480.10 of $1,336.60, or 14·09 per cent. Out of this $1,336 he has to pay a proportion of the plate cost; he also must pay for doing business." The Commissioner added a word of repudiation and challenge regarding an insinuation of "graft" in this connection which it was understood the Opposition Leader had recently made. This Mr. Haultain at once denied doing, or meaning, and then declared that what he did say was that "a profligate contract had been entered into." The charge of graft had, however, appeared in the press and he instanced the Calgary *Herald* and the *Eye-Opener*. He criticized the mixing up of a contract ratification with a question of free text-books; declared that the Bill did not actually provide the latter but made it optional with the various districts; denied there being any demand for such a policy and described the idea as socialistic or communistic in origin and practice; described distribution of this kind as dangerous on sanitary grounds and from experience elsewhere in other communities; declared that the benefit to the individual would not exceed an average of 30 cents a year while the arrangement would cost the Province $15,000 the first year; claimed that under the Canada Publishing Company's offer the price of the books ordered would have been $12,200 as against $20,950 to be paid Morang; stated that the retail price of the former's Set was $1.05 and of the latter's $1.75; declared that a modern up-to-date book could be produced for 53 cents as against the 76 cents now being paid and that the Morang books were in reality going to be manufactured in New York by a "corrupt corporation" called the American Book Company. The latter statement was emphatically denied through a telegram from the Morang solicitors to Mr. Calder though it afterwards appeared that the books were actually printed in New York.

The debate continued for some days. The Hon. W. F. A.

Turgeon followed Mr. Haultain and read a despatch from the Calgary *Herald* denying that the paper had ever charged graft in this connection; A. B. Gillis and A. W. Argue did not agree with their Leader in his opposition to the free text-book policy; the Premier spoke briefly and described the Opposition Leader in Mr. Calder's case as "willing to wound but afraid to strike"; and the Bill passed its 2nd reading without division. On May 15th the 3rd reading passed after an amendment striking out the Morang contract clause from the Bill had been moved by Mr. Haultain and rejected by 15 to 7 votes. An aftermath in this matter may be mentioned here. At the opening of the new Legislature on Dec. 14th the Opposition Leader denied that he had ever made a personal charge of graft against the Hon. J. A. Calder. He had said the contract with Morang & Company was "improper and improvident and had been awarded for improper reasons." While he had never charged Mr. Calder with the kind of graft by which a Minister wrongfully puts money in his own pocket, yet the latter had not in this case protected the public interests and had allowed others to put undue profits in their own pockets. The Premier at once announced that these assertions would have to be proved and that a Commission of Inquiry would be appointed.*

Meanwhile, on May 19, Mr. Calder had delivered his annual Budget speech. He referred in the first place to the Government's careful constructive work of the past three Sessions and expressed the belief that its legislation would stand the test of time. He then dealt with the public revenues and expenditures of the Province. In 1905 the new Government had taken over certain Dominion buildings at a cost of $200,000. "During the past two years they had carried on a heavy programme of capital expenditure. They had constructed throughout the Province a series of Public buildings and had adopted the policy of putting up first-class structures which would be a credit to Saskatchewan and sufficient for a long time to come. There were in course of construction two large steel bridges, one over the Saskatchewan River at Saskatoon and the other at Battleford, and another arranged for at Prince Albert City. Up to the present all accounts for capital expenditure had been taken out of the current revenue. Last Session a bill was passed empowering the Government to borrow $2,000,000 to meet this capital expenditure, but financial conditions were such that the Province was not in the best position to go to the money markets of the world." From Sept. 1, 1905, to Feb. 29, 1908—the close of the last fiscal year—the expenditures on capital account for buildings, bridges, etc., had been $562,701; the receipts had included the special Dominion grant for buildings, amounting in the three years to $234,375, and a

* NOTE—It may be said here that Mr. Calder was, during 1909, cleared of suspicion in this connection.

sum of $328,326 loaned from current revenue and standing to the credit of the Province. The receipts on current revenue account for the fiscal year 1907-8 were $2,420,400 of which $482,280 was the preceding year's surplus, $1,410,657 had come from Dominion grants, allowances, and subsidies, and $527,463 from local sources. The total ordinary expenditures for all branches of the Public service had been $1,989,195; leaving a surplus of $431,205 which would have been greater had not unusual Hail Insurance losses of $102,417 been incurred.

For the year 1908-9 the Treasurer estimated a total revenue of $2,771,079 and expenditures on ordinary account of $2,374,592. On capital account there would be an expenditure of $838,064 for public buildings, $401,500 on account of bridges, and $250,000 for Telephone construction. To meet this, and capital expenditures of the previous year charged to revenue, authorized bonds for $2,000,000 would be issued. "Up to this time not a dollar has been borrowed or a cent of interest paid." The Opposition criticism of this statement was the time-honoured one of combining all anticipated expenditures—ordinary and capital account—and figuring out an unpleasant financial situation. To quote Mr. Haultain on June 3rd: "The capital expenditure in 1908-9 is estimated for general purposes as $1,489,564. In addition to that there will be $328,326 to be borrowed, making a total of something like $1,817,000 to be borrowed this year. Out of the loan of two million dollars there will have to be paid the beginning of the expenditure for the Parliamentary Buildings, a matter of $200,000 on account of buildings which will run to over a million and a half. There are also the University, the Agricultural College, a Telephone system, Land-titles offices, an Asylum—which will run up the debt of the Province to at least $5,000,000." Moreover, he claimed that $300,000 in accounts had been carried over into the next year which should have been paid out of current revenue. The only relief was to get control of the Crown lands which the Dominion Government had refused to give the Province and which were becoming more valuable every year. The following were the official figures in detail for the year ending Feb. 29, 1908:

Receipts.		Expenditures.	
Balance, March 1st, 1907.	$482,280 14	Civil Government.....	$137,877 11
Dominion of Canada.....	1,410,657 19	Legislation	30,735 34
Provincial Secretary's Department	51,341 97	Administration of Justice	304,079 51
Attorney - General's Department	296,178 85	Public Works (chargeable to Income).....	964,393 94
Public Works Department	31,912 74	Public Works (chargeable to Capital).....	327,620 36
Agriculture Department..	23,187 37	Education	260,902 76
Treasury Department	110,066 83	Agriculture and Statistics	112,367 10
Government Printer	3,962 17	Hospitals, Charities and Public Health.....	30,371 30
Liquidation of North-West Territories	6,427 58	Miscellaneous	250,885 53
Miscellaneous	4,385 83	Balance	1,167 72
Total	$2,420,400 67	Total	$2,420,400 67

The Supplementary Revenue Tax was an important incident of the financial situation. Of this tax on the assessable land of the Province (estimated at 30,000,000 acres) under the previous year's legislation there had been collected altogether $149,764, of which $2,988 went to the University of Saskatchewan, $1,862 to the high schools and the balance for the aid of rural school districts. The total arrears on the tax were $172,000 at the time of the Budget speech and the opposition to the measure had been originally so keen as to even make its collection difficult in places. Mr. Calder's idea had been to tax lands held by non-residents, speculators and others outside of the organized school districts so as to compel these persons to bear a portion of the cost of education. During the 1908 Session the measure was amended in detail but not in principle and Mr. Haultain moved on June 2nd: "That the following lands be exempted from the Tax—(a) lands comprised within the limits of any school districts as defined by the school ordinance; (b) the land of any owner or occupant to the extent of 160 acres not comprised within the limits of any school district and *bona fide* resided on by the owner or occupant thereof; (c) land held under a grazing lease from the Dominion Government which, under the terms of the lease, may be withdrawn from the operation of the lease for the purpose of settlement." The Resolution was defeated by 14 to 9.

An important measure of the Session was Mr. Calder's Bill providing for the taxation of Companies owning or operating railways, situated or partly situated within the Province, upon their gross yearly earnings within the Province—3 per cent. upon railways or railway branches in operation for seven years in Saskatchewan and 1½ per cent. upon those in operation for five years and up to seven. The chief reason for choosing this method of taxation was the Canadian Pacific Railway's claim of exemption on its road-bed, super-structure and buildings, by virtue of its charter. Mr. Calder admitted the difficulties and that it was simply a case of getting at the C.P.R. as no other Line had yet been in operation for five years. In Manitoba, he added, the Government now received $150,000 a year from the Railways and in Alberta $60,000. Mr. Haultain's main objection was that the policy might retard the construction of new or branch lines. Some vital amendments to the Liquor License Act granted municipalities the right of a Local Option vote, or municipal prohibition, on a simple majority, shortened the hours of liquor-selling, closed the bars on public holidays, and abolished Club licenses.

The Redistribution measure introduced by Mr. Premier Scott on May 1st was said by him and his supporters to follow the lines of the Haultain Bill of 1902 in the old Territorial Assembly. It aimed at creating 39 constituencies in place of 25 and the Government shewed an apparent desire to be non-partisan by placing the whole subject in the hands of a Select Committee composed

of the Premier, J. A. Sheppard and Gerhard Ens, Liberals, and F. W. G. Haultain and A. B. Gillis, Opposition. The two parties to the Committee prepared plans and exchanged elaborate maps indicating their differences of opinion and points of agreement. At the first meeting Mr. Premier Scott submitted certain information as a basis for action. "Ontario has 108 members and the unit or average population in constituencies is 20,500; in Quebec, with 73 members, the unit is 22,200; in New Brunswick, with 46 members, the unit is 7,200; in Manitoba, with 41 members, the unit is 8,920; in British Columbia, with 42 members, the unit is 4,500; in Nova Scotia, with 38 members, the unit is 1,200; in Prince Edward Island, with 30 members, the unit is 3,500. According to the Census of 1906, Saskatchewan with 25 members has a unit of 10,280. The population is now estimated to be in the neighbourhood of 300,000 and before this Bill comes into operation the number will be nearer 400,000. Forty constituencies at the present time will give a unit of 7,500." Finally, after much discussion in the Committee, in the House, and in the press, the two sides of the Legislature came to a general agreement. The Province was divided into 4 sections, the number of seats allotted was 41, and the sections were divided up as follows: South-west—1 city and 4 rural seats, average area of rural seats 8,529 square miles and average population 5,438; south-east—1 city and 11 rural seats, average area of rural seats 1,715 square miles and average population 7,821; north-east—11 rural seats, average area 2,754 square miles and population 6,714; north-west—2 city and 10 rural seats, average area of rural seats 3,027 square miles and average population 5,438. An additional seat was made out of the vast and slightly-populated area of Athabasca.

Another item of legislation was the Elections Bill of Mr. Turgeon (Attorney-General) which provided for a new law in place of the old Territorial system. The printed ballot as used in Federal elections; voters' lists by process of personal registration in cities and towns and by enumeration in rural districts; proof, if necessary, of the right to vote before an election rather than after it; registrars and deputy registrars to prepare the lists and the District Court Judges to be the revising officers; all male British subjects by birth or naturalization to be allowed to vote except Judges, Chinamen, Indians, and persons disqualified by crime, lunacy or corrupt practices; no election to be invalid by returning-officer irregularities with, however, heavy penalties imposed on such officers for dereliction of duty; these were the chief clauses. In a general way Mr. Haultain and the Opposition approved the measure but some exception was taken to the exclusion of Chinamen, to a provision giving a person the right to register in a district which he had not actually resided in for three months, to the amount of power given deputy registrars. "But," said Mr. Haultain on May 5th, "I think the Government

has dealt with an important matter in a broad and effective manner and I congratulate the Attorney-General."

Something was done in Municipal reconstruction. Measures organizing the Cities and Towns and Villages were passed and a distinct Department of the public service was created to be presided over by a Municipal Commissioner with duties which included the settlement or adjustment of inter-municipal questions, inspection of books, records and accounts, and the administration of Local Improvement Districts. Based upon the Report of the Municipal Commission of 1907 and the suspended legislation of that year Mr. Turgeon presented an elaborate Bill establishing rural municipalities throughout the Province but making the application of the law optional and subject to a petition of 50 per cent. of the inhabitants. It was, however, held over for another Session. In this connection the Convention of the Local Improvement Districts Association, at Regina on Apl. 7th, was important. Mr. S. Chivers-Wilson presided and there were 120 delegates present. In a general way the Report and conclusions of the Municipal Commission were endorsed and its details discussed in a series of Resolutions. Government ownership of elevators was approved with practical unanimity, the fencing of all Railways was asked for, discussion of the Supplementary Revenue Act was voted against as being party politics, and James Smith of Yellow Grass was elected President.

In the Legislature on Apl. 8 Mr. D. D. Ellis (Opposition) moved a Resolution in favour of Government inquiry into the Elevator question but an amendment by Mr. George Langley (Lib.), postponing action until after the conference between the Grain Growers and Provincial Premiers, was carried by 14 to 9. The Seed-Grain Act of the Government was a ratification of its policy in supplying the farmers and settlers with seed, in borrowing from the Federal Government sums up to $1,825,000 for that purpose at 5 per cent. interest, in exacting certain security from the farmers in grain, land, or crop mortgages, and requiring the registration and discharge of liens, etc. Opposition amendments restricting the scope of these mortgages and giving priority for a thresher's lien over the Government one were defeated on party votes. On Apl. 6th Mr. J. F. Bole stated that 12,000 farmers had applied for seed-grain, involving the seeding of 500,000 acres, and resulting in a crop worth at least $6,000,000. Another Bill provided a five-year term for future Legislatures subject to the Lieut.-Governor's right of dissolution. A Government and Municipal Telephone system was organized, the Grain Growers Association incorporated and a Veterinary Association incorporated for the establishment of a School in that connection; a measure was carried by Hon. Mr. Motherwell for the better protection of neglected and dependent children. The Legislature was prorogued on June 12th by Lieut.-Governor A. E. Forget. The new

and succeeding Legislature, in its first Session, was opened on Dec. 10th but its proceedings properly belong to the record of 1909.

Miscellaneous public incidents of the year included Mr. Armand Lavergne's effort in the Dominion Parliament on Apl. 24 to revive the Separate School issue in Saskatchewan politics by a charge that the Scott Government's educational policy had violated the rights of the Catholic minority; the organization of the Law Society of Saskatchewan with E. L. Elwood of Moosomin as President, Norman Mackenzie, K.C., of Regina as Vice-President and C. H. Bell of Regina as Secretary-Treasurer; the formation at Regina on June 10th, by a couple of dozen members of the Society of Equity and the Labour Unions, of a People's Political Association with a lengthy programme including public ownership of all public utilities, Provincial administration of mineral and timber lands, the issue of all money by the Dominion, etc., with the election of W. C. Paynter of Tantallon as President; a deputation to the Government on Apl. 25th, representing various financial interests, and asking for amendments to the Land Titles Act so as to expedite and cheapen the enforcement or sale of mortgages and provide a better system of dealing with the non-payment of taxes; the Public Works Department Report shewing 19 Coal mines in operation on Feb. 29, 1908, with 189,428 tons produced in the previous 12 months and the Government expenditure of $403,116 upon highways and roads during the fiscal year.

A meeting of Saskatchewan Conservatives was held at Saskatoon on Dec. 9th and Resolutions passed endorsing Mr. Borden in Federal matters and the terms of his Halifax Platform; declaring the sudden dissolution of Parliaments and Legislatures an abuse of the Crown's prerogative and a public danger; urging the immediate construction of the Hudson's Bay Railway and its operation by an independent and non-partisan Commission; re-affirming a standing protest against the Federal policy of with-holding from the Province control over its public domain and permitting the alienation of its lands to speculators and party friends; expressing unanimous approval of the Government operation of terminal and transfer elevators; endorsing the idea of a Dominion Conservative Convention at either Ottawa or Winnipeg. Mr. R. L. Borden was elected Hon. President, Messrs. F. W. G. Haultain and R. S. Lake, Hon. Vice-Presidents and A. B. Gillis, M.L.A., of Whitewood, President.

Government Telephones and Educational Conditions in Saskatchewan

On Apl. 3rd the Report of the Provincial Government's telephone expert, Francis Dagger, was presented to the Legislature. It stated the telephones in use in Saskatchewan as being 3,250 or about one to every 92 inhabitants; of these the Bell Telephone Company had 13 exchanges and 1,698 phones and the rest were divided amongst four private companies, with about 310 rural telephones. Mr. Dagger

expressed the opinion that it was most undesirable that the same private interests should control both the long-distance lines and the local exchange systems; that there should be no duplication of the long-distance service and that the Provincial Government should own and control all the lines in Saskatchewan; that the need for Telephone service was very great in the Province and that certain points involving a total of 2,057 miles, at an average estimated cost of from $250 to $350 per mile, or from $514,250 to $719,950, should be connected by Government construction; that the provision of local telephone service in cities, towns, and villages should be left with the Municipal Councils to deal with as, if undertaken by the Government, involving too great an expenditure for present consideration; that the ideal system was municipal ownership and control, as in Port Arthur and Fort William; that the Government might, however, supply expert advice, skilled labour and other assistance; that the rural or farm telephone was in a different class and of as great importance to the farmers as railways or good roads; that rural telephone lines could probably be built in the Province at $100 per mile and, if capital was provided at 5 per cent., could be supplied to the farmer at $15 a year; that as an object lesson the Government should select three or four sparsely-settled districts and establish a complete rural service at a cost of about $25,000 for each system; that in future development the rural service should be in the hands of the municipality with power of construction and operation of local lines and with organized assistance from the Government in making financial arrangements.

In the House, on Apl. 29th, the Hon. J. A. Calder presented for second reading his Bills creating a Department of Railways, Telegraphs and Telephones and providing for a general system of municipal and rural Telephones. These measures gave the Government power to construct telephone lines anywhere in the Province, in towns, cities, villages and rural portions, and also power to purchase any existing lines in the Province. In addition to this authority for purchase or construction, of maintenance and operation, a general power of control was given to the Government over all existing Telephone lines and also in laying down standard specifications and conditions for the construction of all lines. The idea was that the system throughout the Province should be uniform. The Bills also provided that the Government should have control of all rates and tariffs charged by all Companies within the Province. There would be interchange of service between different companies where an agreement could be reached and, if an agreement could not be come to, the Government was given power to step in and enforce an arrangement. The part relating to a municipal Telephone system provided that any municipality, city, town, village or rural municipality could operate its own Telephone system. In order to raise funds such

a municipality was given power to borrow money by debentures and, in case a majority of the electors desired special assessments to be made for the purpose of paying a portion of the cost of construction and operation every year, they might do so. Further provisions allowed five or more persons to unite for the purpose of forming a Company in rural districts in order to construct and operate a Telephone service for their common benefit. Provision was made that any person living in such a neighbourhood might join the Company and the Company would have no right to keep him out. Each Company was to be organized under the Department with practically no cost. Its capital stock would be limited to $150 for each pole-mile of line constructed by the Company, and each member would be required to hold a minimum number of shares. There was also a clause providing for Government assistance in the supply of telephone poles and one exempting these companies from all taxation.

Speaking on May 5th Mr. Calder estimated that about 2,000 miles of long-distance lines would have to be constructed in the next few years at an average cost of $300 per mile; as to local services the Government regarded them as being in somewhat the same category as electric light or water-supply but would, nevertheless, give reasonable assistance. He hoped to build 500 miles of long-distance line this year and to assist rural companies at a total cost of perhaps $60,000. Mr. Haultain, Opposition Leader, thought there was no need of a long-distance service for 75 or 80 per cent. of the rural population and no use for it at all unless there were other systems to join it. The new demand for Telephones arose not in the towns and villages which were already served, but in those portions of the country which were to be thrown by this policy on the resources of private individuals or of rural municipalities which would find it difficult to provide the means. On May 18 Mr. Haultain moved an expression of regret that the Government had not applied the principle of government-ownership to the rural portions of the Province where the greatest need for it existed. It was defeated by 13 to 8 and the measures passed in due course. In June the new Department was organized with Mr. Calder as Commissioner in charge of Railways, Telegraphs and Telephones, S. P. Porter as Deputy Commissioner, and James Sutherland of Winnipeg as Superintendent of Telephones. On July 31 contracts were settled for large supplies of poles, insulators, sleepers, wires, etc., announcements were made as to various lines for immediate construction, and a list was published of rural companies already organized.

Educational events of the year included the important Government policy of free text-books, already dealt with, which went into complete operation on Aug. 24th under the special charge of D. P. McColl, Deputy Commissioner of Education; the appli-

cation, maintenance and growing approval of the one-cent per acre Educational tax of the Government upon assessed rural lands; the retirement of Dr. W. R. Sparling as a member of the Educational Council and the appointment of J. A. Aiken of Saskatoon in his place; the meeting of the first Provincial Education Convention at Regina on May 21, and the forming of an Association with Hon. J. A. Calder, D. P. McColl and T. E. Perrett as Hon. Presidents, J. W. Sifton of Moose Jaw as President and L. H. Bennett of Regina as Secretary-Treasurer. At this Convention 500 delegates were present and addresses given upon Reading, the treatment of foreign-speaking pupils, methods of teaching Arithmetic, industrial work in the High Schools, Science teaching, training in English, rural schools, the making of the teacher, hygiene teaching, the influence of schools for culture, the relation of schools to the University, local historical and geographical knowledge. The latest published Report of the Department of Education was for 1907 and shewed the formation in that year of 248 new school districts with 176 petitions on fyle for erection of other districts. The total number of schools in 1903 was 405, in 1904, 545, in 1905, 716, in 1906, 1,017; since then they have increased by leaps and bounds. The statistics of 1907 were as follows:

Number of School Districts	1,430
Number of Districts having Schools in operation	1,101
Number of Departments in operation	1,272
Number of Pupils enrolled	37,622
Average attendance of Pupils	19,841
Percentage attendance of Pupils	52·48
Average length of School Year—days	177
Total grants paid to School Districts	$218,384
School Debentures authorized	$658,685
School Debentures registered	$551,345
Amount expended on School Buildings and grounds	$573,320
Amount expended on Teachers' salaries	$585,593
Amount expended for all other purposes	$841,760

On Jan. 9th the University of Saskatchewan was inaugurated and its first Convocation held. The governing bodies had already been elected or nominated and consisted of a Chancellor—the Hon. E. L. Wetmore, Chief Justice of the Province; a Senate composed of F. W. G. Haultain, K.C., M.L.A., A. H. Ball, M.A., Mr. Justice Prendergast, B.A., E. B. Hutcherson, M.A., Rt. Revd. Dr. Grisdale, G. E. McCraney, B.A., M.P., J. W. Sifton, B.A., A. H. Smith, B.A., the Rev. Colin C. Young, B.A., W. R. Sparling, M.D., D. Low, M.D., and A. M. Fenwick, M.A.; a Board of Governors composed of Arthur Hitchcock, Moose Jaw, A. F. Angus, Regina, James Clinkskill, Saskatoon, Andrew McDonald, Prince Albert and John Dixon, Maple Creek; a University Council made up of Judge Prendergast, J. W. Sifton, T. E. Perrett and Dr. Low, witth D. P. McColl as Registrar. At the Convocation the Chancellor presided and drew special attention to the necessity

of getting a good man as President. Principal Peterson of McGill, Principal Hutton of Toronto and Professor S. G. Bland of Winnipeg were present and delivered addresses. An active agitation followed for the location of the new University—Saskatoon, Regina, Prince Albert and Moose Jaw being particularly earnest in their claims. The Government passed the responsibility over to the Board of Governors which on May 23rd organized with A. F. Angus as Chairman. Saskatoon was eventually decided upon as the home of the institution and on Aug 19th it was announced that Walter C. Murray, M.A., LL.D., Professor of Philosophy and Education at Dalhousie University, Halifax, had been selected as President and had accepted the position.

Provincial General Elections in Saskatchewan

On July 20th the 1st Legislative Assembly of Saskatchewan was dissolved, nomination day fixed for Aug. 7th and polling for Aug. 14th. The reasons given for the dissolution were the Redistribution Act having increased the number of constituencies and the desirability of the rural communities expressing an opinion upon the Municipal Act which had been held over for further consideration. The Opposition at once claimed the action to be sudden, unnecessary, an attempt to take undue advantage of their surprise, and a result of Mr. Scott's recent visit to Ottawa with the Federal Government's desire to test Western opinion in view of its own possible appeal to the people. It was less than three years since the Elections of 1905 but a great deal had been done and much had occurred in that period. The Hon. Walter Scott was a shrewd and aggressive politician, thoroughly versed in Western ways and political conditions, a man of the people, personally popular, and in close touch with the powers at Ottawa. Mr. F. W. G. Haultain, the Opposition Leader, now lacked the superiority which experience in rule and leadership, over inexperience in both, had given him in 1905; but his work during a period in Opposition had retained the respect of the public, his reputation for honesty and high character was general and his faculty of speech excellent, with just that touch of humour which goes far in a politician. Both leaders were good campaigners. At dissolution the House stood 16 to 8 in favour of the Government.

Following the announcement Mr. Premier Scott issued an Address to the electors in which he presented the following programme for their approval: "1. Railways—to procure rapid extension of branch lines. 2. Telephones—to immediately connect all the settled portions of the Province by long-distance lines under Government control and operation; to enable municipal ownership and operation of local exchanges; and to encourage development of rural service by public aid in the form of necessary poles delivered at the nearest railway station; the whole to be supervised and, as to rates and service, controlled by a Department of the Government. 3. Education—to distribute free of

cost to school-boards for free use of all school pupils the Alexandra Readers and to reduce the cost of other school-books. 4. Rural Municipalities—to pass into law at the next Session of the new Legislature an Act creating the same." A list of measures carried into law during the life of the late Legislature followed and these Mr. Scott described as important, useful and satisfactory in character. As to administration he expressed pride in the Government's record. "We have acted to preserve in full strength the services in the Province of the Royal North-West Mounted Police force. Our future policy in this matter will remain unchanged. The activities of the Agricultural Department towards encouragement of all branches of the main industry of the Province, and the policy of employing the highest ability available for the work of this Department will be maintained. The organization of an Agricultural College will be an important feature in the work of the next Legislative term. I point with no small degree of pride to the work of the Department of Public Works; to our roads and bridges achievement, to our well-drilling policy, to our ferries and fire-guards work, to the fine steel bridges erected or in course of erection on the two branches of the Saskatchewan River, to the several handsome public buildings already occupied or nearing completion in various Provincial centres, and to the magnificent design obtained and the very satisfactory contract entered into for the construction of the Provincial Capitol Buildings."

In School matters he declared that "the now admitted validity of our High Schools Act proves my interpretation, in 1905, of the Autonomy Act respecting Education to be that Saskatchewan possesses powers in that connection which the opponents of the Government sought to deny its possession of. In other words, the Government has conclusively shewn how utterly erroneous was the view so stridently voiced in 1905 that the hands of the Province, as regards Education, were tied by Parliament." Reference was made to the increased Federal subsidy, to the fact that the Boundary extension claims had not been recognized at Ottawa, to the activities of the Government during the Fuel famine period and in the matter of Seed-grain, to the coming construction of the Hudson's Bay Railway. An active policy of Railway construction was promised:

> On the question of the extension of branch railway lines within the Province the condition of a large number of settlements have been forcing upon me the conclusion that a policy of aid to railways on the part of Saskatchewan cannot be avoided without retarding progress and discouraging settlers. At the conclusion of our last Session we took into serious consideration a number of the more immediately urgent cases—petitions for which had come to the Government from settlers and applications for aid thereto from railway companies. Before consenting to promise aid by the Province we decided to present these cases at Ottawa and we have had success in procuring aid from Parliament sufficient to ensure construction in a number of cases. Negotiations are still in pro-

gress with the Ottawa authorities respecting other branch roads, including projected branches of the Grand Trunk Pacific, the Canadian Pacific, and southern branches of the Canadian Northern. I am authorized by my colleagues to pledge the Government to a policy of rapid branch-railway extension in portions of the Province where such extensions are required to give transportation facilities and competition, and to ensure continued development and progress.

As the elections proceeded the people were informed by Liberal leaders, and speakers, and press, that a vote for a Liberal candidate was a vote for rapid railway construction, for a line to Hudson's Bay, for branch railways to outlying settlements, for Government-owned Telephones and generous assistance to rural lines, for free school readers, for good roads and more bridges and an Agricultural College. Walter Scott was "the man who does things," his Government was a creative and constructive one, his friendly relations with the Federal powers would help in continued development. A long list of urgently-needed railways was mentioned by the Premier and widely published in the Liberal press which it was declared must be built either by Dominion aid or by Provincial guarantee of bonds. Five important lines were specifically given as having been already aided by the Dominion Government at the request of the Provincial Administration and with the aid of the Liberal members at Ottawa—an extension of the C.P.R. from Moose Jaw north-west through the constituencies of Moose Jaw county, Arm River and Hanley; a line from Saskatoon, slightly south and west through Saskatoon county and the constituencies of Hanley, Battleford South and Lloydminster; from the Manitoba boundary an extension of the C.N.R. north-west through the constituencies of Saltcoats, Yorkton and Canora; from the Manitoba boundary an extension of the C.N.R. west through the constituencies of Pelly, Canora, Wadena, Humboldt and Rosthern; from Prince Albert to North Battleford through the constituencies of Prince Albert county, Redberry and North Battleford.

A letter addressed by Mr. Scott to Sir Wilfrid Laurier and dated June 19th was made public. In it the Provincial Premier described this Railway question as urgent, with thousands of settlers pouring in and many growing-crops from 20 to 100 miles away from a railway. "Unless the Parliament of Canada is prepared to follow up its settlement policy with a systematic, well-planned, aggressive railway policy that will be put into effect promptly, there is the very gravest danger not only of continued unrest and dissatisfaction amongst our new settlers but of an actual exodus from among them as well." In view of these conditions and of the fact that vacant lands and their settlement continued under Dominion control he pressed for the early construction of a large number of specified branch lines. To the constituency of Swift Current, in acceptance of his nomination, the Premier on July 25th addressed a lengthy letter. He said Mr.

Haultain could not properly call the term of the late Legislature too short; in the House he had opposed increasing its tenure to five years and had termed four years too long. The time allowed was two days longer than that specified in the Elections Act which the House had unanimously approved. The time of the year was most convenient for the people; old issues had passed away and the Autonomy Act was now an established factor in their history and progress; the crowded record of the Government and its progressive plans for the future were now before the people. In a letter addressed to his constituents at this time the Hon. W. R. Motherwell reviewed the Government's policy and record in a way which could hardly be improved upon for purposes of summarized consideration:

It has organized and reconstructed the whole machinery of Provincial Government.

It has expended in less than three years over four millions of dollars and there has not been a single charge of mismanagement or mis-appropriation of public funds.

It has given increased assistance to every phase of agriculture in the Province.

It has enacted proper laws relating to Workmen's Liens, Mechanics' Liens and Threshers' Liens.

It has made ample provision for secondary and higher education and for the establishment of the University of Saskatchewan.

It has aided and encouraged the organization of upwards of 600 rural school districts.

It took part in the Inter-provincial Conference of 1906 as a result of which the revenues of the Province were immediately increased $130,000 per annum, besides a further per capita allowance after a certain population is reached.

It has placed on the statute books of the Province an Act compelling speculators and non-residents to contribute a tax to the educational institutions of Saskatchewan.

It has passed an Act compelling all banks, insurance companies, loan companies, railways and express and telegraph companies, and other financial corporations, to contribute a tax towards the cost of public administration.

It has constructed and maintained an extensive system of main roads throughout the Province.

It has organized and reconstructed the Judicial system of the Province.

It has constructed or is building magnificent bridges at Saskatoon, Battleford and Prince Albert.

It has a progressive policy in the erection of necessary public buildings and institutions throughout the Province including splendid Legislative Buildings.

It handled satisfactorily the fuel famine of 1906, and the seed-grain problem of last spring.

It appointed a Commission to inquire into the whole problem of municipal institutions with the result that they are or will be re-modelled and placed on a more efficient and up-to-date basis.

It has doubled the assistance formerly given to Hospitals.

It has adopted a policy of free text-books and will shortly provide the school children of the Province with the best modern readers.

It is organizing a complete system of Government-constructed and operated long-distance telephones.

It has adopted restrictive measures as to the Liquor traffic.

Mr. Premier Scott made a number of speeches in the campaign with Transportation and Telephones as the keynotes of his argument. He was at Wolseley on July 27, at Regina on the 28th, at Moosomin on the 29th, at Moose Jaw on the 30th, at Hanley on the 31st. On Aug. 3rd he spoke at Morse and two other places; on the 4th he was at Waldeck and Swift Current; on the 5th at Saskatchewan-Landing and at Saskatoon; on the 7th at Lumsden. Messrs. J. A. Calder, W. R. Motherwell and W. F. A. Turgeon also spoke every night in these two weeks. In his Wolseley speech Mr. Scott referred with pride to the Railway lines or branches which he had already promoted at Ottawa for the Province and to others which he hoped to obtain; explained the difficulties in the way of Government construction of rural telephones and the fact that his Administration was going as far in the direction of aid as that of Manitoba; described questions of Autonomy and school issues and public lands' control as dead and the matter before the people as one of progress and practical legislation; denounced Mr. R. L. Borden for interfering in Saskatchewan affairs and claimed that Sir Wilfrid Laurier had never once in the past three years made a suggestion or request to him touching on Provincial politics; asked for an endorsation of his free school-book policy, declared that in the Parliament Buildings' contract the Government had not, for good reasons, accepted the lowest tender but had taken the Architect's advice and was satisfied with the result.

At Regina the Premier defended Mr. Calder and the Morang book contract at length and attacked Mr. Haultain for his insinuations of "graft" in that connection. He then turned to his opponents and made a deliberate charge against H. W. Laird, the Conservative candidate, formerly an Alderman in Regina and now President of the Provincial Conservative Association. "Mr. Laird in the Municipal Council here was a grafter. I do not speak without having weighed what my words mean. I speak with a sense of responsibility. The Courts are open to Mr. Laird. Let him take me to Court on that statement if he dares. I am not speaking under any Parliamentary privilege and I am not dealing in an insinuation that cannot be gone into. I make the absolute charge that Mr. Laird was a grafter when he was in the Council; and let him take me to Court, I will prove the charge." Mr. J. F. Bole, the Liberal candidate, also charged Mr. Laird with having recently come to his office with the following proposal: "If you will successfully influence this Government to specify lime-sand brick for which I am agent, in these Parliament buildings, I will give you five per cent. on all the brick that I sell on that contract." This personal issue was not a very pleasing one but it had, no doubt, an influence in losing the seat for Mr. Laird; although the latter replied with the counter-charge to Mr. Bole that it was the latter who had asked for the commission.

To the Premier he asked for a definite charge and on Aug. 1st Mr. Scott answered over his own signature denouncing certain alleged personalities by Mr. Haultain and his friends in the 1905 campaign and reiterating the charge against Mr. Laird. A further letter on Aug. 4th repeated it again in the strongest possible terms and, on the 10th, the Premier appeared before W. Trant, Police Magistrate of Regina, charged with criminal libel by Mr. Laird. He named one specific allegation to go before a jury—that Mr. Laird had received the sum of $5,000 in connection with a waterworks contract. The case was then adjourned till after the elections. At the same time *The Leader* was sued for $25,000 for publishing Mr. Scott's letters. Mr. Laird also promised the electorate that if these charges were proved against him he would resign his seat should he be elected; and declared that three Aldermen in 1903, of whom Mr. Bole was one and himself another, approved all tenders in the waterworks contract. At Arcola on Aug. 8th the Premier denounced the Opposition for its barren, negative policy, for a useless and fruitless three years' legislative record, for its Leader's inconsistent personal opinions. In view of Mr. Haultain's policy of inter-Provincial construction of the Hudson's Bay Railway this issue was described as the dominant one in the campaign—immediate or delayed construction was acclaimed the battle-cry. On Aug. 12th at Regina, again, Mr. Scott received a notably enthusiastic reception. His speeches throughout the campaign had indeed been keen, clever and aggressive and his encounter at Swift Current on Aug. 4th with R. L. Richardson, ex-M.P., was a specially-good illustration of a fighting political speech.

Meantime Mr. F. W. G. Haultain had put up a vigorous struggle against powerful forces. His party was mixed up with the Provincial Rights organization by which the 1905 contest had been fought and under whose name the present battle was being waged; he had no influence at Ottawa with which to promise railways though he did his best by indicating great results from the public lands which a Federal Conservative Administration would some day hand over to the Province; he had small financial means for organizing purposes and few speakers to help him although Mr. H. B. Ames, M.P., "happened" to be speaking in the Province at this time; Provincial Rights supporters left him here and there to return to the Liberal fold even while the flag of that party still fluttered at the Conservative masthead; though Federal influence did not appear in the public work of Federal speakers, it did appear in the united railway policy of the two Governments which proved such a factor in the contest. Mr. Haultain spoke at Regina on July 24th, Grayson on the 27th, Whitewood on the 28th, Wolseley on the 29th, Indian Head on the 30th, Cupar on the 31st, Lemberg on Aug. 1st, Saskatoon on the 3rd, Melfort on the 5th, Prince Albert on the 6th, Davidson

on the 7th, Hanley on the 8th. The platform of the Opposition Leader and of the Conservative or Provincial Rights party in this Election had the following special points:

1. Railways. Our aim is to secure for all parts of the Province communication by rail to Regina, Winnipeg, Port Arthur, Fort William and Fort Churchill; no useless delays in waiting for Ottawa to divert traffic from Eastern Canada to Hudson's Bay, but co-operation with the Governments of Manitoba and Alberta to build jointly a Government-railway to the Bay.
2. Waggon-roads. Abolish the road-gangs; save the money wasted in moving long distances; give the farmer who must haul over the roads a chance to earn the money expended in building them. Be guided by the Councils in deciding where roads and bridges shall be built. No Government at Regina can know the road requirements of a district so well as the people who live in it.
3. Municipalities. No municipalities except where a majority of the voters petition for them. No cut and dried checkerboard system of rural municipalities. Rural municipalities when founded should be established around trade centres. Rivers, lakes and other natural boundaries should be adopted where possible.
4. Taxation. Repeal the cent-an-acre tax. No direct Provincial taxation except on corporations and railway earnings and on speculators' lands in unorganized districts.
5. Telephones. A Government telephone at every Post-office.
6. Education. Free school readers printed by union labour and published in Canada. A land grant for the University. Special grants for winter schools for farmers' sons who have grown up in pioneer districts without being able to get a common-school education.
7. Public Works by contract. With a preference for the lowest tender. Fair wage clauses in all contracts. Public advertisement of all tenders.
8. Provincial Elections. At least once every four years.
9. Provincial Rights. Prompt test of the constitutionality of the limiting clauses of the Saskatchewan Act. Lands, Mines, and timber of Saskatchewan for the people of the Province.

In his Regina speech, and in many others, Mr. Haultain laid stress on the springing of the Elections as a trick intended to stifle discussion; claimed that the Dominion Government had already given away $12,000,000 worth of the public lands which it was supposed to be holding for the Province; declared that under proper Autonomy and Provincial Rights they would alone have given Saskatchewan $600,000 a year and that if the Province had been given control of its 25,000,000 acres of Public lands, drawing interest at 4 per cent., with its acreage capitalized at only $3.00 per acre, there would have been a capitalization of $75,000,000 and an interest-revenue of over $2,000,000 annually; described the one-cent-an-acre tax as compelling the poor settler to contribute toward the University, an Agricultural College and the High Schools; claimed that a Debt of three, four and eventually five millions was confronting the Province and was approaching at the rate of a million dollars a year; stated that voters' lists were being prepared at a cost of $70,000 which could not be used in this contest; complained that the Government had got its text-books in New York and its Parliamentary Building contractors in Mont-

THE HON. JAMES STODDART DUFF, M.L.A.
Appointed Ontario Minister of Agriculture, 1908.

MR. FREDERICK W. G. HAULTAIN, B.A., K.C., M.L.A.
Leader of the Provincial Rights and Conservative Party in the Saskatchewan Elections.

real. Mr. Haultain declared himself strongly in favour of the public ownership of utilities. He claimed that rural Telephone systems should be first considered rather than those of the towns and cities. The Government should take up the question of interior elevators, the Public Works system should be overhauled and various changes made. He claimed that the Government had not tried to provide work for the working-men and that the interests of labour had not been properly considered in connection with the Threshers' Lien Act and the Workmen's Compensation Act.

The policy of the Opposition in one other respect was described by the Regina *Standard* as follows: "Vote for Haultain and the Hudson's Bay Railway—to be built as a Western enterprise and paid out of our natural wealth. A vote for Scott means that a private company will own the road, but the people will pay for it—a repetition of the Grand Trunk deal—and direct taxation will be the result." As the contest proceeded, it was found that three Ministers of the Government—Mr. Turgeon in Duck Lake, Mr. Motherwell in North Qu'Appelle and Mr. Calder in Milestone—were in danger of defeat and that the result was not going to be a walk-over for the Liberals. Incidents of the Election included the alleged activities of J. G. Turriff, M.P., Duncan Marshall, and other Federal Liberals in organizing work; the trouble in Regina County between F. C. Tate, the Haultain candidate, and J. B. Hawkes, his opponent in the Convention; the active support of Mr. Haultain by that much-discussed paper the Calgary *Eye-Opener;* the Opposition charge that Mr. Premier Scott held (in trust) a block of $10,000 stock in the Saskatchewan Valley Land Company and his absolute denial that he had "ever held or now held a cent's worth of stock or shares" in that concern; the charge by the dismissed Provincial Architect, G. E. Hutchinson, that he had resigned because contracts were being improperly given to partisan favourites. On polling day the returns, as they first came in, indicated a possible defeat of the Government or, at least, a very close contest. As they were gradually completed, however, from distant and outlying districts, the result was quite different—the following being the final returns:

Constituency.	Name.	Politics.
Arm River	G. A. Scott	Lib.
Athabasca	Joseph O. Nolin	"
Battleford	S. S. Simpson	"
Canora	J. D. Robertson	"
Cannington	J. D. Stewart	"
Duck Lake	Hon. W. F. A. Turgeon	"
Estevan	George Bell	"
Francis	J. J. Stevenson	"
Hanley	Dr. J. W. McNeill	"
Humboldt	D. B. Neely	"
Kinistino	G. B. Johnson	Cons.
Lloydminster	H. C. Lisle	Lib.
Last Mountain	T. A. Anderson	Cons.
Maple Creek	D. J. Wylie	"

Constituency.	Name.	Politics.
Moose Jaw County	J. A. Sheppard	Lib.
Moose Jaw City	J. H. Wellington	Cons.
Milestone	A. E. Whitmore	"
Moose Mountain	Dr. Wm. Elliott	"
Moosomin	A. S. Smith	Lib.
North Battleford	D. A. Finlayson	"
North Qu'Appelle	J. A. McDonald	Cons.
Prince Albert County	S. J. Donaldson	"
Prince Albert City	J. E. Bradshaw	"
Pelly	J. K. Johnson	Lib.
Pipestone	A. B. Gillis	Cons.
Pheasant Hills	H. H. Willway	"
Regina City	J. F. Bole	Lib.
Regina County	F. C. Tate	Cons.
Rosthern	Gerhard Ens	Lib.
Redberry	G. E. Langley	"
Saskatoon County	W. C. Sutherland	"
Saskatoon City	A. P. McNab	"
Saltcoats	Thomas MacNutt	"
Swift Current	Hon. Walter Scott	"
Souris	A. Riddell	Cons.
Qu'Appelle, South	F. W. G. Haultain, K.C.	"
Touchwood	G. M. Atkinson	Lib.
Vonda	A. F. Totzke	"
Weyburn	R. M. Mitchell	"
Wadena	H. C. Pierce	"
Yorkton	Thomas H. Garry	"

In far-away Athabasca, where the election was deferred till Oct. 13, J. O. Nolin, Liberal, was chosen by a large majority in a small total of votes. The new House stood, therefore, 27 Liberals and 14 Conservatives—a slightly greater Liberal proportion than in 1905. The result of the contest was a cause of great satisfaction to Liberals everywhere though the defeat of Messrs. Motherwell and Calder was an unpleasant feature. Mr. Clifford Sifton, interviewed in Ottawa on Aug. 17th, declared that Federal "machinery" had not assisted Mr. Scott but claimed that the Manitoba Government had sent a number of outside agents and helpers to the support of the Opposition. "Mr. Scott is unquestionably the ablest young man in the public life of Canada. He has many years of valuable public service ahead of him. His Government is clean and progressive, and the great responsibility of laying on a sound foundation the institutions of a Province like Saskatchewan has been borne by him and his Government with conspicuous ability and success."

Speaking at a banquet to Mr. Gerhard Ens, M.L.A., at Rosthern, on Aug. 26th, the Premier repeated his belief in the charges against H. W. Laird; expressed himself as surprised at the defeat of his two colleagues and declared that of Mr. Calder to have been caused by "poisonous lies" in regard to the text-book contract; denounced Mr. Haultain's attack upon that Minister as a cowardly one and declared that neither he nor the Province could afford to lose the Commissioner of Education; described the transportation policy of the Government briefly: "We cannot profitably pay cash

subsidies. To build short lines by the Government, to be at the mercy of the big roads, would be foolish policy. We looked over the whole ground. Manitoba's experience with the scheme of bond guarantees shewed us the solution of the problem. That experience proved that, given reasonable caution, as to the class of lines guaranteed, the aid need not cost a dollar in cash. As long as the roads are in fertile country, the traffic pays the interest. The Government pays nothing. It is a loan of credit, nothing more; and if a bad thing befell and the Companies defaulted, then the roads would fall into possession of the Government. This is the policy we decided upon." In words stamped by both eloquence and pathos Mr. Scott reviewed his personal share in Western politics during the past eight years and indicated something of the difficulties he had had to face. He dealt with the University question, the Redistribution, Telephones and the Hudson's Bay Railway, denied again that Sir Wilfrid Laurier had brought on these Provincial elections but declared that when the Federal contest did occur Laurier would win.

After the Federal elections had caused vacancies in Saltcoats and Humboldt through the election of Thomas MacNutt and D. B. Neely to the Commons Mr. Calder was nominated in the former constituency and Mr. Motherwell in the latter. On Dec. 1st the Premier issued an appeal to these electors to send his two Ministers back to Regina, eulogized their services to the Province and outlined the Government's continued policy of development. Independent Liberals—H. A. Green of Yorkton and E. A. Partridge of Sintaluta—ran in the two constituencies but were defeated by large majorities on Dec. 7th. In the matter of Mr. Laird's case of criminal libel against the Premier it was sent to the Supreme Court and Mr. Scott on Nov. 22nd fyled definite statements that the plaintiff had, in five specific cases, benefited personally by the use of his municipal position. As to a suit entered by the Premier against J. G. Macdonald, Conservative organizer, for defamation of character it was not pressed; that against the Moose Jaw *News* for charging Mr. Scott with taking Saskatchewan Valley Land stock was practically withdrawn.

Progress and General Conditions in Alberta

The development of this Western Province has not been as spectacular as that of Saskatchewan but it has certainly been marked. In 1901 the population was 65,000, in 1906 it was 184,000, in 1908 it was estimated at 250,000. The area under crop in 1901 was 152,906 acres and the total yield of wheat, oats, barley and potatoes was 5,529,291 bushels; in 1906 the crop area was 591,694 acres and the production 35,722,694 bushels; in 1908, according to Dominion statistics, the area under crop was 948,300 acres and the production 36,436,000 bushels with 153,000 tons of hay, clover and sugar-beets worth, all together, $14,522,000. The Live-stock shewed a remarkable growth in the years between

1901 and 1908. There were 93,001 horses in the Province in 1901 and in 1908 there were 246,922; the milch cows increased from 46,295 to 110,357; the other horned cattle from 329,391 to 934,326; the sheep and lambs from 80,055 to 161,979; the swine from 46,163 to 115,769. Mining shewed similar progress and increased from a coal production of 811,228 tons in 1905 to 1,834,745 tons in 1907 and, in the latter year, the Bank clearings of Edmonton and Calgary totalled $115,500,000.

In the Northern part of the Province with the broad placid sweep of the Peace River, running 500 miles from its source to Fort Vermilion, and the great valley of that River extending seven miles on either side in alternating prairie and light woodland; with the vast region of the Athabasca and its excellent soil in parts, its varied resources in spruce-oil, coal and asphaltum; with and west of Slave River; Alberta claimed and possessed rich reserves the wide tract of rich alluvial soil running north of Slave Lake beyond its present area of production. Speaking in this latter connection at Ottawa on Dec. 14 Mr. Fred Lawrence of Vermilion —700 miles north of Edmonton—described his flour mill as turning out flour by roller process and as electrically lighted and modern in every respect. On his farm he grew wheat which went over 70 bushels to the acre. In his garden he had 25 varieties of flowers, and every variety of vegetables including tomatoes, squash, etc. Wild fruits grew in abundance. The district, he claimed, had the greatest inland fisheries in North America, lakes like Great Bear Lake and Great Slave Lake, all teeming with fish. Of timber also there was plenty and one-half of the country north of the railway, as far as the tree line, was covered with poplar, spruce and birch. Athabasca District had an asphalt deposit estimated at six billion four hundred million tons, and the country was declared to be rich in gold, coal and natural gas. Speaking in Edmonton on Dec. 14 Mr. J. R. Boyle, M.L.A., prophesied a not distant future when that city would occupy the same position toward the grain trade of the West that Winnipeg now held.

As the year grew into summer, and harvest-time approached, optimistic reports as to crop prospects were numerous. The Provincial Department of Agriculture placed the area under wheat at an increase of 86,000 acres and estimated the product at 6,627,000 bushels or an increase of 2,500,000 bushels; that of oats at 424,925 acres with an estimated yield of 14,426,000 bushels as compared with an area of 304,288 acres in 1907 and a product of 9,168,000 bushels; that of barley at 87,924 acres producing 2,351,000 bushels or double the previous year's area and product. On the eve of harvest the crop was the biggest and best ever seen in this part of the West; though early in August the heat had been excessive and there was a lack of rain together with too many hail-storms and much trouble from weeds. On Aug. 18th the Calgary *Herald* estimated the total production of all grains in the Pro-

vince at 21,527,845 bushels. Late in November the Department compiled a partial statement of production with an estimated total of 738,501 acres under crop, a yield of 5,242,176 bushels of wheat, 12,058,597 bushels of oats, 1,142,065 bushels of barley, and 62,983 bushels of flax. The average yield per acre was said to exceed that of either Manitoba or Saskatchewan. Taken as a whole the crop eventually exceeded expectations and a final Government statement of production shewed the wheat production as 7,094,925 bushels and that of oats as 15,922,974 bushels.

The dairy production of the year was 2,000,000 pounds of butter of which 31 private creameries produced 1,100,000 pounds and the Government creameries the balance. The latter set the pace in the matter of price and secured for the farmer the average price of 25½ cents per pound for the year. This was slightly over 2 cents per pound better than the average price of 1907 and 2½ cents per pound more than the average price of butter produced in Eastern Canada. Speaking to the Edmonton *Bulletin* on Dec. 22nd Mr. C. Marker, Provincial Dairy Commissioner, gave an interesting illustration of Government operations in this respect. He stated that the year 1908 far eclipsed all previous years in butter production and in the profits accruing to the Alberta farmer. "Throughout the year an advance was made to the patrons of the Government creameries of from 15 to 20 cents per pound. In closing up the business for the year, after all the butter had been sold, we found that the balance cheques due to the patrons amounted to $30,000. This was the largest settlement ever made in any year in the history of the Government creameries. The highest balance cheque to an individual farmer was $138 while many got over $100. A patron at Penhold received $800 in cash for his support of the Government creameries in 1908."

The areas of lignite coal in Alberta, as well as in Manitoba and Saskatchewan, are very large but bituminous coal is best known as the product of the Crow's Nest district in Southern Alberta and in the Peace River country of Northern British Columbia. During 1908 it was stated that the new Beaver Collieries of the Western Oil & Coal Company at Beaver Creek, Alta., had 70,000,000 tons of coal in sight. A semi-anthracite coal, also, was under development in the Brazeau and adjacent coalfields during this year with rumours of large coming operations by the German Development Company, Ltd. In 1907 the Province produced 639,335 tons of lignite coal, 939,295 tons of bituminous, 256,115 tons of anthracite, 112,887 tons of coal used in coke production, 73,782 tons of coke and 49,585 tons of briquettes—a total coal output of 1,834,745 tons. In the three years 1905-7 the production had been 3,530,973 tons as compared with the previous four years' product of the combined Territories which totalled 2,263,193 tons.

An important incident of the year, in a material connection, was the appointment on July 3rd of a Commission to inquire into the Pork industry. Composed of R. A. Wallace of High River, James Bower of Red Deer and A. G. Harrison of Edmonton it was given the usual full powers with instructions "to inquire into and report to the Lieutenant-Governor-in-Council upon the conditions surrounding the marketing and handling of pork and pork products in the Province and the advisability, or otherwise, of Government assistance to a pork-packing plant or plants and in particular reference to the cost, capacity, plan of management and scope of operations thereof and, generally, to inquire into and report upon the best means, under existing conditions and circumstances in the Province, of insuring for the hog producer therein a fair price for his products." The Commission met at Edmonton, Calgary, Red Deer and various other points, listened to varied and diversified testimony as to prices and conditions, heard Mr. P. Burns report upon his great packing, buying and selling industry, and received valuable information from Prof. G. E. Day of the Guelph Agricultural College. Miscellaneous incidents of 1908 included a Farmers' Institute Convention at Calgary on Jan. 4th when the proposed Agricultural College was discussed and a Resolution passed declaring it to be of vital importance, expressing the belief that it should be kept under the control of the Department of Agriculture and be established in a locality away from the University; the claims and petition to the Legislature, presented in February by Mr. D. H. Elton on behalf of the enterprising Town of Magrath, which desired to be the location of the new College; the approval by the Calgary Board of Trade of similar claims presented by Gleichen and a strong deputation from Leduc and the surrounding country making the same request; the combination of the Alberta Farmers' Association and the Canadian Society of Equity with a total membership stated at 5,000. The annual meeting and election of officers took place in a number of important Stock Associations of the Province —the Alberta Stock Breeders' Association, J. A. Turner of Calgary, President; the Alberta Sheep Breeders' Association, Bryce Wright of De Winton, President; the Alberta Swine Breeders' Association, W. J. Tregillus, President; the Alberta Cattle Breeders' Association, James Walters of Tees, President; the Central Stock Growers' Association, Frank Whiteside of Stettler, President. The statement was made in the Provincial Secretary's annual Report that, in 1907, the Towns of Daysland, Nanton, Magrath and Taber had been incorporated together with 198 new Companies having $22,160,950 capital; the Report of the Department of Public Works showed for the same year a construction of 258 new bridges, 9 public buildings, 509 miles of Telephone line, with substantial proofs of larger business and advancing prosperity.

Government, Legislation and Politics in Alberta

With such general conditions of development it might be supposed that political affairs were quiet in Alberta during 1908 and such was really the case. The Rutherford Government had done much in a steadily constructive sense during its three years' rule and if it had not done so the tiny Opposition of two in the Legislature could not have created much disturbance. During that period a Government system of Telephones covering about 500 miles, with many more miles under construction, constituted a public policy of great importance; an active Agricultural Department had the Alberta farming industry well organized; a Provincial University had been gotten under way and reformatory and industrial schools had been arranged for; considerable restrictions had been imposed in the Liquor traffic and a series of public works of various kinds had been constructed or given a good start. In point of executive work, therefore, the Alberta Government had done very well and accomplished in three years what has in other Provinces usually taken much longer. It had been the professed purpose of the Administration to set a new pace in governmental work and to some extent it had succeeded.

A considerable volume of legislation was enacted in the year under review. The 3rd Session of the first Legislature met on Jan. 14th and was opened by Lieut.-Governor G. H. V. Bulyea with a Speech from the Throne which referred to the marked prosperity of the past year and the comparative immunity of the Province from the critical financial condition of other countries; mentioned the Beef and Coal Commissions of 1907 and promised an early presentment of their Reports; stated that the natural wealth of the Province continued to be increased by the inflow of immigrants and capital; promised a Bill to regulate the conditions of labour in regard to compensation for accidents and another limiting the hours of labour in mines; intimated, also, legislation establishing a Government Drainage system for the Province and an Industrial school for boys. The Address in reply was moved by W. F. Bredin of Athabasca and J. W. Woolf of Cardston with Provincial resources and progress as the basis of their remarks. Mr. Bredin said of the past year: "New coal mines have been developed, two large cement mills have been built, railroad building has progressed so that we are assured before the close of the present year of two new outlets to the East for the commerce of the Province. Very extensive areas have been brought under cultivation for the first time, population has steadily increased and homesteads have been taken up in numbers that are quite satisfactory; the cost of buildings erected in two of our largest cities have amounted to over three million dollars and, generally, the wealth and comfort of the town, village and rural districts shew great advancement." Mr. Woolf regretted the falling off in the exports of cattle and then dealt with the coal deposits of

Alberta. "It is difficult to estimate the full extent of these deposits. They stretch from the far North to the boundary line. In Lethbridge coal has been mined for twenty years and they have not yet begun to remove that belonging to one Company. There is coal at Edmonton, there is coal at Red Deer, in the Three Hills, at Taber, and at Lethbridge, while there are thousands of acres in the Crow's Nest Pass. The development of our coal resources means an enormous increase in the wealth of our Province and it means the foundation of numerous industries which will give employment to thousands of people."

On Jan. 21st Mr. A. J. Robertson, for the Opposition, criticized in a general way the Government policy; asked for more agricultural legislation, for a strenuous effort to regulate the price and supply of coal, for improvement in transportation facilities; for the Government ownership and operation of Elevators; advocated special railway construction for the transport of lumber to the settlers, improved Hail Insurance legislation, a checking of intemperance by Liquor Act amendments, the purchase of the Bell Telephone system and its management by a Commission; urged that steps be taken to obtain from the Federal Government control of Provincial lands, timber, mines and minerals; charged the Government with excessive use of Orders-in-Council, with bringing in outsiders to fill important positions, with favouritism for Edmonton and an unequal distribution of public buildings and favours as between Calgary and the capital. He moved a lengthy Resolution, along these lines, of censure upon the Government for extravagance in business management and unfairness in appointments and distribution of public moneys, coupled with a demand for the public lands from the Dominion, for Prohibition legislation in the Province and for the purchase of the Bell system.

The Hon. A. C. Rutherford replied briefly. Money was being freely expended on agricultural instruction—in stock raising, grain growing, poultry and dairying; an Agricultural College was under way, $400,000 had been spent last year on roads and bridges, and liberal grants made for the support of rural schools; coal was selling for $3.50 a ton and farmers could obtain it at the mouth-pit for $1.75 or $2.00; lumber had dropped in price as a result of the conviction in the Combine case and a Railway project from the north for bringing down lumber was under consideration; when public sentiment was sufficiently strong the Government would enact Prohibitory legislation—and not before; as to Telephones, Alberta was the first Province to have a government-owned telephone in operation and it now had over 500 miles of wire with a large number of exchanges while the system was being extended as rapidly as conditions warranted; in the matter of financial terms Alberta was admittedly better off than many other Provinces; if conditions in the mining of coal ever became oppressive the Government would acquire a mine and operate it

for the people. After several other speeches the Address passed by 22 votes to 2.

On Jan. 23 Messrs. Robertson and Hiebert—the Opposition members—moved that in view of the success of Prohibition in Prince Edward Island similar legislation should be immediately introduced by the Government "for the total prohibition of the sale of intoxicating liquors within the Province except for medical, scientific and industrial purposes." The Hon. C. W. Cross, Attorney-General, contended that the present Liquor License Act was practically prohibitory outside of cities, towns and villages; that there was only one licensed hotel during the past year between Edmonton and the United States boundary line; that a recent Temperance delegation had not asked for prohibition but for the rigid enforcement of the present law; that the time was not ripe for further legislation. The Resolution was lost on a party division. Later in the Session (Feb. 24) C. D. Hiebert moved a Resolution, seconded by Mr. Robertson, in favour of the establishment, under a Commission, of Government-owned and operated Liquor Dispensaries. An amendment, presented by Messrs. Cross and Rutherford of the Government, stated that the House did not consider assumption by the Province of the sole right of vending spirituous liquors to have been shewn to be desirable and describing thorough investigation as a necessary preliminary, was carried by 18 to 2 votes. A Bill was also introduced by Mr. Hiebert but afterwards withdrawn. An important amendment to the Liquor License Act was afterwards put through by the Government which provided for the closing of all bars at 10 at night instead of 11.30. An Act was passed a little later in the Session which authorized the borrowing of $440,000 from the Federal Government for the purchase of seed-grain, the regulation of its distribution, and indicated the security to be taken from the farmers—a charge upon the applicant's property and a tax upon the land for which it was furnished. Another measure empowered the Government to appoint Commissions of Inquiry, whenever deemed expedient in the public interest, and with the usual powers as to witnesses, etc.

Two important measures dealing with Labour conditions became law during the Session. On Feb. 13th Hon. W. H. Cushing, Minister of Public Works, moved the 2nd reading of his Bill to amend the Coal Mines Act with a view to limiting the hours of work below ground. Briefly, its chief condition was that no workman could legally labour below ground in a mine—including coming and going thereto and certain reasonable time for shifting—for more than eight hours during any consecutive 24 hours. Registers were to be kept and only in cases of grave emergency could the Act be suspended by the Government. It was to come into operation on Mch. 31, 1909. In his speech Mr. Cushing explained that the evidence before the Coal Mine Com-

mission and the substantial agreement of all the men favoured this policy of 8 hours from bank-to-bank. In Mining, he added, "the toil is arduous and is done in darkness, which is only made visible by the feeble light of a safety-lamp. The air is bad and very often the temperature in which the men work is very high. Miners are subject to diseases which men who work in the open air are not subject to. Altogether the work underground is disagreeable and laborious." It deserved special consideration. After reviewing conditions and legislation along this line in France, Australia, Holland, Austria, New Zealand and British Columbia, and stating that the majority of operators had already granted this concession in Alberta by arrangement with the Unions, the Minister denied that uniformity in this respect would reduce the output 10 per cent. as some employers claimed. A similar Act in British Columbia had not had such a result. W. C. Simmons and other members, and the Opposition of two, heartily approved the Bill. The Coal Mines Act of 1906 was also amended so as to raise the age limit for boys in underground mines from 12 to 16 and to provide more stringent protection to employees by the better construction of shafts and outlets, in the granting of Government certificates to Mine managers, in rules as to inspection, ventilation, safety-lamps, etc.

The Workmen's Compensation Act was presented for its 2nd reading by Hon. C. W. Cross, Attorney-General, on Feb. 14th. In general terms the Act required that where personal injury by accident, arising out of and in the course of employment, was caused to a workman the employer would be liable to pay compensation along certain specific lines and subject to certain stated conditions. In his speech Mr. Cross traced the history of legislation in this connection, described existing conditions in Alberta and stated that his measure was based upon the fact that 50 per cent. of industrial accidents in many countries are traceable to the hazardous character of certain industries and upon the very general conclusion that such industries should bear the consequent burden rather than workmen's families or public charities. There did not seem to be any reason why the burden of accidents of this kind should not constitute an item in the cost of production of the articles produced by such industry and in the same way as any other item of cost in that production. In other words, there was no reason in the nature of things why such a liability as this should not be taken into consideration, and borne by the employer in exactly the same way as that of the breaking of machinery, the accident of fire, or loss in any other way. The more so as if such accidents were preventable by the exercise of forethought such forethought must, from the nature of the case, be largely exercised by the employer who has the power to determine conditions under which the industry is to be carried on and the tools to be made use of. The amount of compensation in this

Act varied with the accident and the responsibilities of the man injured or killed. Where no dependants were left the compensation for death was not to exceed $200; where persons were only partly dependent the amount was to be fixed by arbitration; where a deceased workman left persons wholly dependent upon his earnings the amount was to equal three years' wages but not to exceed $1,800. The Act also provided weekly payments during incapacity caused by an accident not to exceed $750 in total amount. Mr. Robertson criticized the Attorney-General's speech —which had been both clever and concise—but his argument was not of a strong character. The measure became law in due course.

The Opposition Leader precipitated an interesting debate on Feb. 10 by moving a Resolution declaring that the Province should acquire the Railways running north and south and should "as a Government undertaking" extend them further into the northern portions of the Province, connect them with its great waterways, and tap the timber limits and mineral areas; or, alternatively, the Province should construct, own and operate a Railway for the purposes indicated. The central principles of the mover's speech were the necessity of "nipping monopolies in the bud," encouraging settlement and agriculture, and protecting the people from "the heavy hand of unscrupulous corporations." An amendment was moved by J. T. Moore and A. S. de Rosenroll in the following terms: "That this Assembly is strongly in favour of the extension of railway facilities to every part of the Province, including the important north districts which possess rich and varied possibilities that await development; but having regard for the welfare and comforts of the great body of people now settled in the Province, it is the opinion of this House that the revenue and resources of this Government should be primarily used to advance the interests of the agricultural and industrial classes of our Province by furnishing them with the necessary public works and conveniences such as roads, bridges, schools, etc., for which the need is widespread and urgent." The Hon. Mr. Cushing estimated that the suggested Railway would cost $25,000,000 and the amendment was ultimately carried by 19 to 2.

Mr. Premier Rutherford presented his Budget speech on Feb. 22. The revenue of the year ending Dec. 31, 1907, was $2,520,028—including a balance from 1906 of $556,125 and subsidies from the Dominion of $1,053,708; the expenditures were $2,450,375 including $147,855 for civil government, $205,847 for administration of justice, $1,271,437 for public works, $339,087 for Education, and $314,946 for Agriculture; the surplus was $69,650. The estimates of revenue for the year ending Dec. 31, 1908, were $2,624,038 and expenditures $2,602,710; the actual revenue received for that year* was $2,893,500 and the expenditure $2,823,830 with $1,380,050 additional upon Telephones. - In

* NOTE—Budget Speech delivered Feb. 23, 1909.

his 1908 statement the Premier declared that the increased Dominion subsidy would be of great value to the Province. "When our population is 400,000 the Subsidy will amount to $140,000, making a total revenue from the Dominion of $1,477,-875. With a population of one million the total Subsidy will amount to $2,250,375. At two millions we get $3,370,375 and at two and a half millions we get $3,770,575. Under the old Act the maximum grant was reached when the population amounted to 1,200,000, the Subsidy (based upon population) being $490,000. Under the new Act there is no maximum." During the calendar year 1907 $296,969 had been expended upon roads and bridges. A sum of $1,200,000 was put in the 1908 estimates for the possible purchase of the Bell Telephone system; $50,000 for the Edmonton Court House which was to cost $200,000; $55,000 for the Wetaskiwin Court House and $75,000 for a Land Titles Office at Calgary; $200,000 for the construction of roads and $275,000 for bridges.

Of the miscellaneous legislation of the Session reference may be made to amendments in the Mechanics' Lien Act and to that dealing with Steam Boilers; the authorization of Government purchase, construction, etc., in the Telephone matter; the stringent additions to the Noxious Weeds Act and the measure for establishing an Alberta Industrial School for Boys; the Act dealing with the University of Alberta. A Drainage Act was intended to better assess the expense of draining marsh-lands. Mr. Robertson's Resolution, based upon Manitoba's compulsory flag policy, and proposing that every school-house should fly the National flag, was not accepted by the Government but the following was substituted for it: "It is advisable to have the National Flag displayed in every school-room in the Province and the pupils taught what it stands for so as to aid in fostering patriotism in the minds of the children." A debate took place, without any division, upon a Motion presented by W. F. Puffer asking for legislation to provide "more equal rights for married women in respect to the holding of property and the right of dower." The House was prorogued on Mch. 5th.

The Railway question was one which did not drop with the discussion in the Legislature of Mr. Robertson's proposals. To the Edmonton *Bulletin* of Nov. 27th Mr. Premier Rutherford expressed his opinion of its great importance and made a distinct announcement as to the future: "I have now decided upon a policy of railway extension throughout all parts of the Province, and you are at liberty to say that I will give my best endeavours to the advancement of this project. I intend to establish a Department of Railways and to make it one of the most important departments of the Government and one which I will personally look after. There are districts in Alberta where such extension is absolutely necessary to meet the increasing demands for trans-

portation facilities as well as to ensure wholesome competition with existing lines. Then there is the rich, unopened, North country, whose resources and agricultural possibilities are even now attracting the most profound attention in Europe and the eastern half of America. To my mind there are three main reasons for the extension of the railway service of Alberta. One is that in the older districts the present service is becoming yearly more inadequate to meet the demands. Another reason is the very obvious one that competition is needed—and the third that if we do not soon build more railways in Alberta, settlers will cease to come into the country in the numbers we require."

The ever-present Temperance subject was variously discussed. A deputation from the Alberta Temperance and Moral Reform League asked the Government on Jan. 15th for the 7 o'clock closing of bars, the right to carry Local Option by a majority vote, the fronting of all bars on public thoroughfares, the forbidding of all retail trade to wholesale liquor stores. Later when the Government passed legislation closing bars at 10 o'clock the Rev. W. G. W. Fortune told a Calgary audience (on Apl. 4th) that this would save the people $1,500,000 a year now spent in drink. On Mch. 29th the Lieut.-Governor (Mr. Bulyea) told an Edmonton gathering that before many years had passed the people of the Province would see the annihilation of the liquor traffic. The Rev. Mr. Fortune at Medicine Hat, on June 9th, told the Alberta Baptist Convention that in five years the Province would be ready to enforce Prohibition. Mr. R. B. Bennett, K.C., of Calgary, a Conservative leader in Alberta, declared himself on Nov. 22nd to be a strong advocate of Prohibition. In this general connection much praise was given during the year to Hon. Mr. Cross, Attorney-General, for his enforcement of the Lord's Day Act—notably in a Resolution of the Alberta Presbyterian Synod and in press interviews by Rev. Dr. T. A. Moore, General Secretary for Canada of the Lord's Day Alliance.

A much-discussed case brought in 1907 by the Attorney-General against the members of the Alberta Lumber Dealers' Association for restriction of trade went through another stage in 1908. W. H. Clark of Edmonton appealed to the Supreme Court *en banc* against conviction in this connection with R. B. Bennett, K.C., as counsel and S. B. Woods, K.C., Deputy-Attorney-General, acting for the Crown. Judgment was given on July 24th sustaining the preceding decision of Chief Justice Sifton that there had been an organized restriction of the sale of lumber by manufacturers to members of the Association. The request for a new trial was not allowed. Of other incidents mention can only be made here of the appointment of Oswald W. Kealy as Police Magistrate of Medicine Hat and of R. B. Chadwick of Edmonton as Superintendent of the Alberta Industrial School; the decision of the Edmonton School Board to fly the Flag over the City Schools on

every school-day of the year; the Government's decision to aid small Local Improvement Districts in collecting arrears of taxes.

Government Telephones and Educational Conditions in Alberta

Alberta has been proud of its Telephone policy and has always claimed to be a pioneer in practising the Government-ownership principle which was, in 1908, so popular in the West. The construction of such a Telephone system was a party plank in the 1905 elections and, when returned to power, the Government lost no time in carrying its plans into execution. Men were put on the road erecting poles, stringing wire and installing telephones and the Bell Company soon recognized that the Government system was to be a competitor and not a foil. There were in 1908, 540 miles of Government-owned telephone lines in operation in Alberta and miles were being daily added. It was the first Government telephone system in the Dominion of Canada. In 1907 the Government had proposed negotiations with the Bell Telephone Company for the purchase of their Alberta interests; Mr. C. F. Size replied suggesting terms of sale under which the Company would hold stock in a new concern with the Government or Province as chief shareholder; the Government would not accept this proposition and the matter dropped for the time.

In the Legislature on Jan. 29th Mr. Cushing, Minister of Public Works, presented his Bill for constructing and operating a Telephone and Telegraph system in the Province as a public work. He stated that it was the purpose of the Government to prosecute its telephone construction until the Province should be covered "with a network of lines extending even as far to the north as Athabasca Landing." At the present time 544 miles of long-distance lines were equipped with copper wire, and 53 miles of rural lines were constructed of steel wire on a cheaper plan and there had been invested in the system up to the end of 1907 $284,244. It was now proposed to expend on new construction work, during the coming year, a further sum of from $350,000 to $400,000. The Government's plan for financing this was to borrow on debentures and if anything more definite came of the attempted deal with the Bell people a much larger investment would, of course, be necessary. The Government system was being operated under the direct control of the Public Works Department. As to rates in force under the present plan a considerable saving was said to be shewn over the Bell rates. The long-distance lines were being operated at practically the same rates for the first thirty or forty miles, but on the longer distances the rate diminished until at 200 miles it was about 25 per cent. less than the Bell rate, while the differences in exchange rental rates was about 30 per cent. in favour of the Government system. The measure passed in due course, the only opposition being Mr. A. J. Robertson's argument that the project should be managed by an

independent Commission. A month later (Feb. 27) Mr. Size informed the annual meeting of his Company that arrangements were under way to sell the Bell plant and business in the Provinces of Alberta and Saskatchewan. As to this the Edmonton *Bulletin* (Government organ) of Feb. 22nd stated that:

> The Bell Telephone lines in Alberta extend from Edmonton through Calgary to Macleod, to Lethbridge and from that place south-west to Cardston. Roughly speaking it is 350 or 400 miles in length. There are local exchanges in the Cities of Wetaskiwin, Red Deer, Calgary, Macleod, Lethbridge, Cardston and several of the smaller towns along the line. At the present time the Alberta Government has lines running east from Edmonton to Lloydminster, connecting with the Bell line at Edmonton. They also have a short line between Stony Plain and Lake Wabamum. Between Edmonton and Calgary they have three branch lines, all of which connect with the Bell line. One of these runs from Wetaskiwin east to Daysland, and another from Lacombe east to Stettler, and a third from Calgary west to Banff. South of Calgary a Government line runs west from Macleod to Frank. Several local exchanges have also been established in some of the towns through which the Government line passes. With the acquisition of the Bell lines the Government owns a fairly complete network of Telephones connecting all the larger points in the Province.

Negotiations followed, Mr. Cushing went to Montreal, and on Mch. 31 concluded an agreement under which he announced that the Bell Company lines had been sold to his Government for $675,000—a reduction of $75,000 from the price first asked. The Province was to take possession of the plant and all its interests and business on Apl 1st. There was, however, some hitch in the matter, and the transfer was postponed for a month though the sale and the price were confirmed on Apl. 20th when the Minister returned home. At the close of the year the Government system comprised 1,400 miles of trunk lines and about 600 miles of farmers' or rural lines. Since May 1st 200 miles of the former and 400 miles of the latter had been constructed. In Edmonton a new automatic system was also installed and the rental for residence purposes placed at $25 a year and for business $30.

In Educational matters Alberta had much to do during this year and it did a good deal. The organization of new schools in the last four months of 1905 had totalled 40, in 1906 there were 144 started, in 1907, 156, and in about 8 months of 1908 the total was 135. When the Province was created in 1905 there were 562 schools in existence; less than three years afterwards there were over 1,000. At the beginning of 1908 there were 1,210 teachers in the Province and 34,338 pupils representative of all kinds of people, races and tongues. Mr. Premier Rutherford was Minister of Education and his Deputy was D. S. MacKenzie, a man of experience and scholarly reputation. The system of organization was simple and whenever a group of settlers in some unorganized and growing settlement found they had 12 children of school-age with at least 4 ratepayers for the proposed

district, all that was necessary was an application to the Department. Government control was complete over the schools and special districts for Galicians and Ruthenians, with trained teachers, had been established.

The free text-book question and Morang contract was an issue of the year. The Premier in moving, on Feb. 6th, the 2nd reading of a Bill to extend certain powers of the Minister of Education announced that: "The Government has decided to provide the pupils of the common schools of Alberta with free readers and later on it will consider the advisability of adding a free text-book on agriculture." In support of his measure Mr. Rutherford stated that under the law as it stood at present the Minister of Education might prescribe books for use in the schools but he had no power to enter into a contract for the supply of the same and the occasion had now arisen when this should be altered. The matter of procuring text and reference books for the schools was broached at the first Session of the Legislature. "It was felt that the present Readers were not well adapted to the schools. They were the same as had been in use in Ontario for a great many years and which that Province was now on the eve of superseding by a new Series. It was desirable that text-books more in harmony with the condition of things in the West than the present Readers should be had and, with this purpose in view, the Government had opened communications with leading book publishing houses in order to secure an up-to-date set of text-books." The Minister then explained the details of the Morang contract which were similar to those already described in the Saskatchewan record. Subject to the necessary estimates being passed these books would be provided free to the Public Schools during the current year. Speaking in Cardston on Aug. 25th Mr. Rutherford stated that no firm in the Province or the West was capable of printing these Readers but "the Alberta Government would be quite willing to cover the allotment of the work to an Alberta concern with a reasonable bonus providing such an establishment could be found to do the work."

In the Edmonton *Bulletin* of Dec. 11th there appeared an interesting description of general educational conditions in the Province by Mr. James McCaig, Superintendent of Edmonton Schools. He stated that during 1908 six high and public schools had been completed in as many cities at an average cost of $80,000 and six more in as many towns costing between $30,000 and $50,000 each; that in a number of the schools manual training and art work were being carried on by competent teachers while the physical welfare of the pupils was being well looked after and good commercial courses being developed in many places; that of the 943 teachers employed at one period in 1907, 318 were males or a little over one-third; that the average salary over the Province was $629, for 1st class certificated male teachers it was

$854 and for females $649; that there was great need for a good system of secondary education. Meantime, in October, the Deputy Minister of Education had left for England with a view to studying British educational methods and system. At the annual meeting of the Calgary Teachers' Institute a notable address was given by C. H. Russell, B.A., Inspector of Schools, on History-teaching in which he pointed out the peculiar importance of this subject amidst Western conditions of settlement. "The British Isles and the whole British Empire should be studied. Such topics as the present peoples of the British Isles; Britain's commercial and manufacturing greatness, with its causes; her naval supremacy and her influence for good in the world should be dwelt on. It should be pointed out that Britain is the home of constitutional liberty but that this liberty has been attained by the efforts of the people. The extent of the British possessions should also be dwelt on." The Alberta Teachers' Association met in Edmonton on July 27, elected W. A. Hamilton of Lethbridge, President, discussed with warmth the question of establishing a High School system and in the end rejected a Resolution to that effect. The Northern Alberta Teachers' Association met in Edmonton on Oct. 30th and listened to addresses from the Premier, Mr. McCaig and Dr. H. M. Tory. The following Resolution was adopted: "That the time has arrived for the establishment of secondary schools with separate designation and accommodation apart from the elementary schools." R. H. Roberts, M.A., of Edmonton, was elected President. The following were the official statistics for the year ending Dec. 31, 1907:

Number of School Districts	902
Increase during the Year	156
Number of Pupils enrolled	34,338
Increase during the Year	5,554
Average attendance of Pupils	17,310
Increase for the Year	2,548
Total Grants to School Districts	$197,767
Increase during the Year	$54,931
School Debentures authorized	$674,515
Increase during the Year	$252,190
Total of Teachers' Salaries	$497,745
Increase during the Year	$177,770
Total number of Teachers	1,210
Increase during the Year	286

The projected University of Alberta made substantial progress during 1908. Its new President, Dr. Henry M. Tory, was appointed on January 1st, and delivered a number of addresses, educational in character, before Canadian Clubs and other organizations. On Mch. 20 the Provincial Government appointed ten members of the Senate of the University. Mr. Justice C. A. Stuart of Calgary was Chancellor and the Hon. A. C. Rutherford, B.A., LL.D., and H. M. Tory, M.A., LL.D., were members *ex-officio*. The appointees were Mr. Justice N. D. Beck, B.A.,

Rev. Dr. J. H. Riddell and John A. McDougall of Edmonton; R. G. Brett, M.D., Banff; R. J. Hutchings and P. J. Nolan, K.C., of Calgary; John J. Gaetz, Red Deer, and Dr. O. Boyd of Medicine Hat; Dr. W. S. Galbraith, Lethbridge and E. K. Strathy of Lacombe. The elected members already chosen were G. A. Kennedy, K.C., Macleod; Dr. W. D. Ferris, James McCaig, LL.D., and George Harcourt, B.S.A., Deputy Minister of Agriculture, Edmonton; and R. S. Jenkins, M.A., of Strathcona. As to these appointments and elections no direct exception was taken but the rivalry of Calgary and Edmonton found expression in the newspaper claim that if Mayor McDougall of Edmonton was appointed so also should Mayor Cameron of Calgary; if the Principal of the Edmonton College (Dr. Riddell) so also the Principal of the Calgary College (Dr. MacRae). At the first meeting of the Senate it was stated that 40 students would be ready in the autumn to begin the courses. Strathcona had already been selected as the site and the Premier announced that 258 acres, costing $150,000, had been acquired for the building operations which were to commence in 1909. Much organization work followed. Dr. Tory went east to engage teachers and was made an Hon. LL.D. of McGill in which institution he had done good work in the Department of Modern Languages. On July 7th the appointments were announced of W. J. Alexander, M.A., PH.D., as Professor of Classics, L. H. Alexander, M.A., as Professor of Modern Languages, J. W. Broadus, M.A., PH.D., as Professor of English Literature, Muir Edwards, M.SC., as Assistant Professor of Mathematics. Teaching operations were commenced on Sept. 23rd with 40 students and the formal inauguration took place on Oct. 13th when the first Convocation was held at Edmonton. Addresses were delivered by the Chancellor and President and the Hon. degree of LL.D. was conferred upon His Honour G. H. V. Bulyea, Hon. A. C. Rutherford, Hon. A. L. Sifton, Chief Justice of Alberta, and Mr. Justices Stuart and Beck of the Provincial Supreme Court.

VIII.—BRITISH COLUMBIA AND THE YUKON

Resources and Development of British Columbia

The Pacific Province of Canada has enough natural wealth to support a nation but its development by a small and scattered population has proved no easy task. Much, however, is being done despite lack of communication, geographical isolation, and the physical difficulties of a mountainous region. The Canadian Pacific Railway began the tale of progress—aside from the placer mining of the Fifties—the Great Northern or J. J. Hill railways are continuing it, the Grand Trunk Pacific and the coming of the Canadian Northern promise much for the future. In summarizing the general progress of the Province Mr. Premier McBride (Montreal *Herald,* Aug. 18, 1908) put the total output of its manufactures, its forests, its mines, its agriculture, its furs and fisheries in 1881 as $8,116,355; in 1891 as $22,213,575; in 1901 as $45,000,000; in 1908 as $60,000,000. The last figure was, of course, an estimate. As to exports and imports he gave the total in 1881 as $4,721,000 and in 1891 $11,736,041; in 1901 as $32,453,985 and in 1906 $38,536,157; in 1908 as $48,000,000. For a country over 400,000 miles in extent and with a population of about 250,000 this record may be described as fairly good.

With abundant opportunities and suitable soil in many beautiful valleys or low-lying grounds such as the Okanagan, Thompson, Nicola, Similkameen and Lillooet, admirably fitted for agriculture, dairying, fruit-growing and poultry farming; with almost unlimited supplies of lumber over a forest area estimated as high as 182,000,000 acres and producing in 1904 an output of 325,000,000 feet and in 1908 an output of 846,000,000 feet; with large forests of wood suitable for pulp and paper-making and an inrush of United States companies and money for development purposes —especially on Vancouver Island; with a deeply-indented ocean shore-line of 7,000 miles in length teeming with salt water fish, and a production of from 6 to 9 million dollars per annum; with splendid ranching areas of at least 6,000,000 acres fitted for pasturing countless herds of cattle, horses and sheep and including such regions as the Bulkeley, Chilcotin, Nechaco, Skeena and Peace River Valleys; with special opportunities for growing Tobacco in the Okanagan and other valleys at an estimated net yearly profit of $1,100 on an expenditure of about $1,300 per annum; with enormous mineral resources producing since 1858 placer-gold worth $69,000,000, since 1893 lode-gold totalling $45,000,000, since 1894 copper worth $43,000,000, since 1836 coal valued at $79,000,000; with a yearly present production in

this period of still tentative development valued at $25,000,000; British Columbia could surely shew ground for optimism at the close of 1908. Writing in a British paper on this general subject early in 1909 Mr. J. H. Turner, the energetic Agent-General of the Province in London, after a reference to mineral production, went on as follows:

> What might be termed commercial fruit-growing was commenced a little over a decade ago; the total orchard area of the Province in 1901 was under 7,500 acres; in 1904 it had increased to 13,434 acres; to-day it is over 100,000 acres. In 1907 a million fruit trees were planted and that number was greatly exceeded in 1908, while the total value of the fruit grown in that year was fully $1,500,000. The staple fruit of the Province at present is the apple, but the prune and plum crops have also proved very profitable while peaches and small fruits thrive exceedingly well. Other branches of agriculture offer similar advantages. Mixed farming, dairying, flower and bulb cultivation, poultry, pigs and sheep are all most profitable, and in view of the development of the country now going on agriculture cannot be overdone. The fisheries, too, are of great importance, the output last year from this source being some $6,000,000. To sum up, the total actual value of the output of the Province in 1908 from its principal natural resources was about $55,000,000, with a population of about 250,000, giving a value of production per head for the whole community of $200,000—possibly the greatest per capita production of any country in the world.

Amongst regions which shewed special development in 1908 were the Queen Charlotte Islands off the coast, where Jedway, a new town, became the capital of the District and a growing centre in an island group which attracted attention for its mineral wealth, its timber resources, its deposits of good coal, its contiguous fishing banks. On Moresby Island the copper mines produced distinct activities. Vancouver Island with its forests, minerals, fisheries and opportunities for mixed farming continued to attract settlement and American capital—especially in its lumber and coal industries. As to this Mr. R. Marpole of the Canadian Pacific told the Victoria *Colonist* (Mar. 11) that his Company intended "to do a considerable clearing on the Island, starting immediately and it is confidently predicted by those who are well qualified to judge that the settlement of available adaptable land on the Island will be successful. It will take time, though, as the country is so bountifully supplied by nature in its magnificent timber contents that it is necessarily a slow process to dispose of it first before actual work in the general clearing of the land to be ready for the plough is performed; once, however, the land is so cleared it is capable, by advantageous climatic conditions, of extraordinary growth in commodities and especially in fruit—taken together with mixed farming."

There was talk during the year of establishing a Steel industry on Vancouver Island. Upon this point J. T. Shadforth, a British manufacturer, told the Victoria press on July 14 that "British Columbia can assemble very cheaply 75 per cent. of materials for the use of a large iron and steel plant; two things are lacking—

a certain quality of hematite and manganese. Manganese will have to be imported from Japan and the hematite from Lower California. It is probable that the day is not far distant when both these requisites will be found on Vancouver Island." F. A. Robertson of the Western Finance Company, Victoria, stated in *The Colonist* of Mar. 10th that "with unlimited coal and vast deposits of iron, gigantic industries must eventually be established in various parts of the Province and the day is not far distant which will witness the construction of not only every kind of mining machinery but iron and steel ships." Another point of marked progress and still greater possibilities was Prince Rupert, the terminus of the Grand Trunk Pacific. In the interior of the Rockies new Valley regions were constantly coming within the area of development and in 1908 those of the Kitamaat, the Lakelse, the Kitsimikalem and the Telqua may be mentioned.

The Mining industry is, as yet, the greatest one in British Columbia. It is in gold and silver, in lead and copper and coal, the chief product of the great mountain ranges; in coal it has long been an established product of Vancouver Island; in various minerals it is becoming the centre of attraction on Graham, Moresby and others of the Queen Charlotte group. The total production in 1905 was $22,461,325 and in 1906 $24,980,546; in 1907 it was $25,882,500 and in 1908 it was estimated, in the Nelson *News'* careful annual statement and summary (Jan. 1, 1909), at $23,857,535. During 1907 there had been a marked fall in the prices of lead, silver and copper which accounted for this decrease. As an illustration the quotation in London for lead on June 30, 1907, was £20 and a year later £12 5s.; in New York silver stood at 67½ cents on the former date and in 1908 at 53⅝ cents; in New York the copper quotation at the former date was 22½ cents and at the latter 12½ cents. Comparing the 1907 production with this estimate for 1908 the gold production increased from $4,883,020 in value to $5,973,520; silver decreased from $1,703,825 to $1,518,500; lead decreased from $2,291,458 to $1,654,695; copper decreased from $8,166,544 to $5,792,820; coal decreased from $6,300,235 to $5,950,000; coke increased from $1,337,478 to $1,488,000; and other materials—building, zinc, iron, etc.—increased from $1,200,000 to $1,480,000.

As to Districts East Kootenay in 1907 produced $5,548,880 worth of minerals, West Kootenay $4,792,976, and Yale $8,444,326. The famous Crow's Nest Collieries, with an estimated product of 45,000,000,000 tons available when full transportation facilities were established, had to face labour disturbances and to meet the ravages of fire during 1908. Their production in 1907 had been 876,731 tons of coal and 200,877 tons of coke; in 1908 it was 981,648 tons of coal and 262,558 tons of coke. The Coast collieries—chiefly Vancouver Island with estimated available

resources of 600,000,000 tons—produced in 1907, 698,041 tons of coal. These interests, largely controlled by the Dunsmuir family and allied capitalists for many years, had produced about 20,000,000 tons since 1863. For some time the New Vancouver Fuel Company and then the Western Fuel Company had introduced the element of competition into the Island production; in 1908 the South Wellington Coal Company in which John Arbuthnot, ex-Mayor of Winnipeg, was largely concerned merged into the Pacific Coal Mines, Ltd., with Mr. Arbuthnot as President and the acquisition of 500 acres of new coal lands. Other concerns also started up and did some shipping.

Mining incidents of the year included the organization at Nelson on Jan. 16 of the Western Canadian Mining Institute with A. B. W. Hodges, Grand Forks, as President and E. Jacobs, Secretary; a Deputation of coal-mine owners which protested to the Provincial Government on Jan. 28th against the proposed increase of the coal royalty from five to ten cents a ton; the declaration in the Legislature on Feb. 10 by G. A. McGuire of Vancouver that coal costing $4.50 a ton at the pit's mouth in Vancouver Island was retailed by a "ring" of vendors at $8.40 while it was, also, sold at a lower price in San Francisco than to the British Columbia consumer. The Canadian Mining Institute visited the Province in September with a number of British mining men in its company and with a welcome at Rossland on Sept. 16th which was notable. A banquet was tendered with A. J. McMillan of *Le Roi* in the chair and special attention drawn to the production of this camp—amounting since 1894 to 2,967,504 tons of gold-ore worth, in smelter returns, $42,252,138 or an average value per ton of $14.24. The coal mines of the Crow's Nest, the lead mines at Moyie, the smelter at Trail, the gold-copper smelter in the Boundary country, were also visited as were the cities of Vancouver and Victoria. As illustrative of the importance of Mining to British Columbia the Provincial Department of Mines published a Bulletin at this time stating that the total product of all industries in the Province during 1907 and 1908 had been $127,000,000 of which Minerals accounted for $51,000,000; Lumbering for $22,000,000; Manufactures for $23,000,000; Fisheries for $15,000,000; and Agriculture for $16,000,000.

As the depletion of forest resources all over the continent continued and became more obvious the timber wealth of British Columbia increased in value and in 1908 it was the object of considerable United States investment and international discussion. Coupled with this general condition there had been a specific and increasing demand for timber from the Western Provinces for building purposes; an increased local consumption owing to a growing prosperity and settlement; a demand for logs in the rough from the Puget Sound (Washington) mills; the requirements of an increasing export trade. As the result of a speculative craze

extending over half a dozen years, and of easy Provincial lease arrangements, much of the land which had a timber value in the Province had been staked out in claims through the work of local "cruisers." A period of milling and logging combination and high prices, culminating in 1907, had been followed by one of depression and low prices and this ran into the succeeding year despite a plentiful demand for the product and increasing general values. There have been many estimates of British Columbia's timber resources and some semi-official ones are quoted elsewhere in this volume; but the Victoria *Times* of Jan. 4, 1908, contained an estimate which was of special interest and obvious authority:

> From indirect deduction it appears that licenses covering upwards of 10,000 square miles have been issued, of which about 6,000 square miles apply to the Coast timber, with 4,000 to limits east of the Cascades. These are in addition to the leaseholds and Crown grants issued before the inauguration of the system of special licenses, and also to the timber belt belonging to the Canadian Pacific Railway on Vancouver Island. Assuming a yield of 25,000 feet to the acre (equal to about fifteen million to the square mile) from the old grants and leaseholds, say 18,000 million feet; and 12,000 million from the Canadian Pacific belt, together with 10,000 feet an acre, or six million to the square mile, on the 6,000 miles recently acquired, we obtain a total of 66,000 million feet of merchantable timber in sight; and this computation is in all probability far below the actual amount.

Such an available supply would fill the probable demand, according to this writer, for 100 years. That this was a conservative estimate is obvious from the statement of Dr. Judson Clark, a well-known expert, in the Victoria *Times* of May 21st: "What British Columbia lacks in continuity of her timbered areas she more than makes up in the quantity and quality which may be cut from the area that is actually timbered. Beyond all question the forest resources of the Province are very great, and as regards saw timber, probably exceed those of all the rest of Canada combined. It would perhaps be a conservative estimate to place the stand of merchantable timber at present under lease or license at 130,000,000,000 feet. Ultimately, when the scarcity and resulting high prices of lumber shall widen the present conception of the term 'merchantable' and shall make possible the exploitation of areas now deemed inaccessible the total area cut may easily reach double the figure given before the virgin stand is exhausted."

The papers during 1908 teemed with stories of capitalists investing in milling or timber properties throughout the Province. In February a number of wealthy Americans visited Moresby Island, in which there was said to be billions of feet of timber, and the result was the announcement that a $400,000 saw-mill would shortly be erected there. About the same time W. A. Guthrie of Indianapolis stated in the press of Mar. 3rd that he and his associates intended engaging in the saw-mill business on an extensive scale. "We will cut primarily for the export trade, but the domestic market on both sides of the line will not be neglected.

We are not hampered for capital. The main thing is to get suitable areas." Later on large purchases of timber limits were announced. On Mar. 5th a $3,000,000 sale of interests in the Fraser River Saw-mills was reported to an United States and Canadian syndicate; on Apl. 20 A. Burkholder of Kansas City told the Victoria *Times* that his Company had just purchased 19 sections of timber lands near Alberni, Vancouver Island, and 37 sections at Nootka; during May M. J. Scanlon of Minneapolis, a large operator in timber limits, was in the interior of the Mainland with a force of men searching out the best locations; about the same time the Adams River Lumber Company, an American concern owning 47 square miles of limits, was busy erecting a $300,000 saw-mill at the foot of Shuswap Lake; in June it was stated by the Vancouver correspondent of the *Monetary Times* that one party of American lumbermen had arranged for the purchase of 400,000,000 feet of standing timber near Revelstoke, and that some of the greatest timber-men in the United States were then in the interior securing other limits. Mr. T. M. Rattenbury of Victoria in November sold over 11,000 acres in Nechaco Valley to a Seattle capitalist.

Important changes had taken place at the close of 1907 in the withdrawal of Government timber lands from free location. In that year the cut had been 846,000,000 feet, estimated by the Minister of Finance (Feb. 20, 1908) as worth $12,690,000. In 1908 lower prices and forest fires affected the business somewhat. The question of pulp-wood was a vital one and Vancouver Island, in particular, stood ready to meet the enormous potential demand of American paper interests and European requirements. In this connection the Quatsino Power and Pulp Company, owning 56,000 acres of pulp lands, commenced the construction in 1908 of a modern pulp-mill at Quatsino. The only other Island concern of this kind at the time was a large mill at Swanson Bay costing $100,000 and recently erected by English capitalists. In a general lumber connection a large Delegation waited upon the Provincial Government early in February, representative of all the timber interests of British Columbia, and asked amongst minor matters for a revision of taxation and license regulations and an extension of the 21-year limit for cutting under existing licenses. Dr. Judson Clark explained in this connection that there were 7,000,000 acres under license with, approximately, 7 billion feet of lumber, which under existing regulations would have to be cut in 21 years, or lost to the present holders. E. H. Heaps, A. C. Flumerfelt and others spoke and the Hon. F. Carter-Cotton, for the Government, promised careful consideration. The Boards of Trade at Vancouver and Victoria passed Resolutions during the year asking the Dominion Government to impose a duty of $2.00 a thousand on rough lumber and 30 cents a thousand on shingles.

British Columbia has disputed in recent years with Nova

Mr. Richard Grigg.

Appointed His Majesty's Trade Commissioner for the Dominion of Canada, 1908.

The Hon. Thomas Taylor, m.l.a.

Appointed Minister of Public Works in British Columbia, 1908.

Scotia the title of "Orchard of the Empire," but there is little doubt that, if present development continues, the Pacific Province must win its claim. The Okanagan Valley alone is 150 miles long and, with its connected territory, probably covers a fruit-growing area as large as one of the Atlantic Provinces. The Saanich Peninsula, on which Victoria rests, with the Cowichan, Koksilah, Alberni, Comox and other districts of Vancouver Island; the region of the lower Fraser and South-east Kootenay and many other places on the Mainland; contain splendid fruit-growing lands of wide area, while the far northern valleys of the Mainland are said to alone contain three or four million acres of excellent fruit-lands. Mr. Maxwell Smith, the Dominion Fruit Inspector, estimated the crop of 1908 at $1,500,000—a large increase over preceding years—and at the Colonial Fruit Exhibition, London, on Nov. 27th British Columbia won a gold medal for its apples, and ten subsidiary medals. The apple crop during 1908 was unusually large; the British Columbia Fruit-Growers' Association, of which James Johnstone of Nelson was re-elected President, shewed activity in the operation of the Fruit and Produce Exchange which had been formed in 1907; the Fruit-Growers' Association of Vancouver Island reported the sale of $30,000 worth of fruit and elected A. E. Gale of Saanich President. It may be added that Federal statistics shewed an agricultural product for the Province in 1908 of $2,396,300. Addressing the Canadian Club, Vancouver, on May 12th Mr. A. C. Flumerfelt, in an elaborate presentation of Provincial resources, stated that:

> I believe that within ten years—at the present rate of growth—British Columbia will be the greatest apple-growing Province in Canada, and also become a very great factor in the production of peaches, plums, prunes and the smaller berries and fruits, all of which can be easily and successfully grown in profusion. There can be little reason to doubt that this production will be practically perpetual and the minimum estimate of the net yield is from $100 to $300 per acre. For home consumption almost every vegetable or fruit can be grown; potatoes, turnips, beets, mangolds and all other roots grow in profusion wherever their cultivation has been attempted. With the time at my disposal I am able to only touch upon the possibilities of poultry-raising in this Province. Why should this small population pay to foreign countries $571,512 for eggs? Why should something like $120,000 be paid out for poultry and with our agricultural facilities why should we pay to other people $583,000 for green vegetables, to say nothing of $525,000 for butter, $463,000 for condensed milk, $118,000 for cheese, and $143,000 for hay, $749,000 for live-stock, and for meats over $1,000,000?

Closely associated with these lines of development is the subject of Irrigation and, under date of Feb. 10, the Hon. F. J. Fulton, Chief Commissioner of Lands and Works, and Prof. L. G. Carpenter of Fort Collins, Colorado, U.S., submitted to the Lieut.-Governor an elaborate Report as to the irrigation of land in British Columbia. The Commissioners had commenced their inquiry on Aug. 20, 1907, and visited Ashcroft, Kamloops, Ver-

non, Kelowna, Penticton, Osoyoos and Keremeos as being points typical of the fruit-growing and agricultural interests of the Province and the conclusions applied, therefore, chiefly to the southern part of the Province. As to this Professor Carpenter said in his special part of the Report: "The resources of British Columbia in this line are very great. Undoubtedly nearly all the valleys and the benches at an elevation of less than two thousand feet may be turned into productive land of high value; certainly so if water can be supplied. In general, it may be expected that from three to five acres of watershed will be required to irrigate one acre of land, but the conditions are such that almost no limit can be put to the future development. The casual examination of Southern British Columbia would indicate that several hundred thousand acres might reasonably be expected to be developed within a reasonable time." Mainly, the document dealt with technical matters such as reservoirs, transportation and duty of water, rights in land and streams, forms of contract, etc.

At Vernon on Aug. 10 the 2nd annual Convention was held of the Western Canada Irrigation Association. The meeting lasted for some days and visits were paid to Kelowna, Penticton, Peachland, Summerland and other centres of irrigation and fruit-growing activity. Mr. R. B. Bennett, K.C., of Calgary, presided and addresses were given by J. S. Dennis, Calgary, Hon. F. J. Fulton, Victoria, Prof. L. G. Carpenter, Charles Wilson, K.C., Vancouver, Dr. Saunders, C.M.G., Director of Dominion Experimental Farms, J. M. Robinson, Summerland, C. W. Rowley, Calgary, R. H. Campbell, Dominion Superintendent of Forestry, Price Ellison, M.L.A., and others. Resolutions were passed (1) urging upon the Dominion and British Columbia Governments "the importance of making the necessary appropriations and providing the necessary staff to undertake in an intelligent and systematic manner the gauging of all streams of water supply and the location and survey of all sites suitable for reservoirs for the storage of water"; (2) asking the same Governments to protect by immediate action the existing forests and to replant denuded areas at the sources of water supply for irrigation purposes; (3) requesting a thorough investigation into conditions and the undertaking of experimental work in Saskatchewan, Alberta and British Columbia as to the "duty of water" or the amount required for irrigation of a defined area; (4) urging the revision of existing Provincial laws in British Columbia as to the use of water for irrigation purposes.

The Salmon pack of British Columbia for the 1908 season was estimated at 328,000 cases as compared with 314,000 in 1907. In July the long-delayed Report of the British Columbia Fisheries Commission, appointed by the Dominion Government and of which the majority and minority Reports were submitted in July, 1907, was made public, though a synopsis of the majority

conclusions had been published long before this time. The minority Commissioners—Campbell Sweeny and J. P. Babcock—declared that the decaying condition of the salmon fisheries was due to excessive fishing. "The evidence given before the Commission clearly demonstrated that the methods employed to capture the salmon are more effective now than heretofore, the nets used are larger and deeper, the area fished more extensive, a greater effort is made to catch the fish, the measures for preserving the catch have been increased, and there is a greater demand for fish and a higher price paid for them. Upon such facts we can make no other deduction than that the failure to take an equal or greater number of salmon than formerly is due to the fact that they are not so abundant now." Complete prohibition of fishing on the Fraser above New Westminster, from July 1st to Sept. 15th in each year, with total prohibition of all salmon fishing in the years 1910, 1911 and 1912 were recommended. Mr. Babcock, in his annual Report as Provincial Fisheries Commissioner, pointed out that the Fraser River pack in 1899 was 480,383 cases and in 1907, 150,234. The International Fisheries Commission, composed of David Starr Jordan for the United States and Edward E. Prince for Canada, was stated at the close of the year to also favour decisive action and the abolition of salmon fishing in the waters of British Columbia and Puget Sound during 1910 and 1912.

Political Conditions and Legislation in British Columbia

There was only one change in the Provincial Government during the year when, on Dec. 22nd the Department of Lands and Works held by the Hon. F. J. Fulton, K.C., was divided—Mr. Fulton remaining as Chief Commissioner of Lands and Mr. Thomas Taylor of Revelstoke becoming Minister of Public Works. Mr. Taylor was 42 years of age, originally an Ontario man, and a member of the Legislature since 1900. An important post—that of Deputy Minister of Agriculture, was vacated by J. R. Anderson in August and filled on Sept. 1st by the appointment of R. M. Palmer, Freight Rate Commissioner in the same Department. During the summer Mr. James Dunsmuir, Lieut.-Governor of the Province, went on a prolonged yachting cruise, visited Kiel during a regatta, received the Emperor William on his yacht, was in England in July and at the Quebec Tercentenary a little later. His Honour was the object of continued Socialist attack in the Legislature and of constitutional controversy also; there were rumoured negotiations during the year with British capitalists for the sale of his Vancouver Island mines at a figure as high as $15,000,000; he commenced construction at Hatfield Park, near Victoria, of an imposing country house.

Mr. Richard McBride, Premier of the Province, kept in close touch with the people during 1908. His Report as to the previous

year's visit to England in connection with the re-adjustment of Provincial subsidies was presented to the Legislature on Jan. 16th and described his negotiations with Lord Elgin, Mr. Winston Churchill and Sir Francis Hopwood regarding the terms of the Imperial Act of ratification. This question of Better Terms for the Province in its financial relations with the Dominion was a very active one during the year and Mr. McBride did his best to keep it so.* At the close of the Legislative Session (Mch. 7) a unanimous Resolution was passed on motion of the Premier reviewing the conclusions of the Inter-Provincial Conference and declaring: "That this House, adhering to the position that said grant of one hundred thousand dollars annually for ten years is inadequate, affirms its right to further urge on the Dominion Government that steps be taken to bring about a fair and adequate settlement of the recognized claim of British Columbia for special treatment at the hands of Canada." In the Federal elections he made many speeches and this was a dominant note in all of them. At a Victoria meeting on Oct. 11 Mr. McBride put the matter as follows:

> We have been compelled under the terms of union to bear a much larger proportion of taxation in proportion to our population than should reasonably be demanded of us as an integral part of this wonderful Dominion. And while, gentlemen, we are glad to belong as a Province to Canada, and while we are proud to call ourselves Canadians, and eager to go forward, hand in hand, with our fellow-countrymen in the eastern Provinces in the great work of building up the immense and enduring fabric of a mighty country and a splendid nation; by the very force of our physical conditions we are inevitably placed face to face with enormous responsibilities and obligations which require at the hands of our fellow-Canadians fair, decent, and reasonable consideration. For, gentlemen, it is quite indisputable that you are by far the most heavily taxed portion of all the Canadian people. Your personal property tax, your tax upon real estate, and the other revenues which accrue to the Crown in this Province are more, and a great deal more, per head than are paid by your brothers and sisters east of the mountains.

Early in the year the Premier and Mr. A. E. McPhillips, K.C., M.L.A., visited the Islands off the coast; from May 18th to the end of the month he and Dr. H. E. Young, Minister of Education, made a tour of the interior including visits to Vernon, Kelowna, Peachland, Penticton, Keremeos, Midway, Greenwood, Phœnix, Grand Forks, Rossland, Nelson, Kaslo, Cranbrook, Fernie and some smaller places. At some of the latter points Mr. W. J. Bowser, Attorney-General, joined the political tourists. A little before this, on Mar. 7th, the Premier had been presented by the 24 Conservative members of the Legislature with a painting of himself and an Address declaring that: "We have always admired the courage and wisdom you displayed when, on being called upon to form a Government in 1903, you decided to appeal to the electors on Party lines with the result that our fair Pro-

* NOTE—See British Columbia Section in 1906 and 1907 volumes of *The Canadian Annual Review.*

vince has, under your statesmanlike guidance, emerged from a period of temporary depression while your far-seeing policy has brought about a condition of stability and progress, with a period of prosperity that has since been unbroken and is unparalleled in its history." Speaking at Duncan's on June 6th the Premier reviewed the developing condition of the fruit-lands which he had lately visited; urged egg production and the cultivation of poultry for Provincial supply; promised to protect the local residents against any extreme action by the Canadian Pacific Railway in its control of the Esquimalt and Nanaimo Railway land-grants; stated that the Government proposed to establish a Provincial University which would be the best in all Canada but that its action would be deliberate and policy careful, with Schools of Mining and Forestry as elements in the plan; dealt with the Songhees Reserve question, Better Terms, the control of the Fisheries, Asiatic immigration, and the financial situation. He pointed out that since 1903 not a single acre of land, not a dollar of public money, had been granted in aid of Railway building. Yet there were more railways in actual construction than at any time in the history of British Columbia:

> We have now building the Vancouver, Victoria & Eastern in the South-east Kootenay, sections of the Kootenay road in the valley of the Fraser and the Alberni extension; and it actually does seem to me that the railways are doing better without Government bonuses than they did when they were in receipt of these favours from the Government of the day. In addition to all this it should not be forgotten that one of the first acts of the present Government was to increase railway taxation from $18 to $90 a mile or five hundred per cent. And while we have made every endeavour to encourage the growth and the extension of legitimate railway enterprises, receiving with open arms the Grand Trunk Pacific, the Canadian Pacific and the Great Northern, we have given the coldest of cold shoulders to the charter-mongers, and I do not at all mind telling you that we want no more of them. Five years ago we had some 150,000 miles of railway lines in view, on paper, but to-day we have genuine activity in much-needed and important railway construction, and let us keep up the good work. We have the Grand Trunk Pacific; we wish to see more of Mr. Hill's roads; we have the C.P.R. building and presently, no doubt, we will have Mackenzie and Mann knocking at our doors. Let us give decent, intelligent encouragement to these undertakings; but let us give nothing more.

Early in July Mr. McBride made another tour of the interior —this time along the line of the C.P.R. and including Nicola, Ashcroft, Kamloops, Slocan, Revelstoke, Field, Golden, New Denver and other places. He was accompanied by Hon. Dr. Young, Hon. F. J. Fulton and the local members. This political activity was maintained in other directions. In August Hon. W. J. Bowser and Dr. Young visited the Queen Charlotte Islands, and Prince Rupert, addressing a number of meetings and seeing something of a newly-developing region. It may be added here that Mr. Bowser represented the Provincial Premier in Ontario during the Federal elections, accompanied Mr. R. L. Borden to

various towns and spoke at Toronto, London, Orillia, Aylmer, Dundas, Cornwall, Hamilton, Bowmanville, Sarnia and some smaller points. At New Westminster, on Oct. 1st, Mr. Premier McBride performed an interesting ceremony in the unveiling of a monument to Simon Fraser, the famous explorer, in commemoration of his discovery of the Fraser River in 1808. Standing upon a knoll near Westminster Bridge and over-looking the broad waters of the great river, and possible highway of a splendid commerce, the Memorial presented an imposing appearance. Its sculptor was G. McKay, its cost about $4,000, the Chairman of the Committee was Mayor W. H. Keary and the Secretary W. A. Duncan. The Premier's speech was a review of pioneer labours, recent progress, and friendly relations with the United States, where the explorer had been born and where his grandchildren now lived.

The McBride Government, during 1908, continued its vigorous protection or assertion of Provincial rights; not only in respect to the Subsidy question and the Japanese issue, but in other matters. The Province had protested in 1907 against the transfer of Indian reserve lands aggregating 14,000 acres to the Grand Trunk Pacific, for terminal purposes at Prince Rupert, on the ground that they were only held by the Dominion in trust with proprietary rights resting in the Province. The Federal authorities took direct issue upon this point and a return of correspondence, etc., was presented to Parliament on Jan. 21st, 1908. A similar contention was that in regard to the millions of acres in the Railway belt, 20 miles on each side of the C.P.R., and in the Peace River region, as to which the Province claimed that the Dominion Government was only a Trustee. A stated case was submitted to the Provincial Supreme Court and on Nov. 19th argued for the Province by E. V. Bodwell, K.C. The same point came up in the Songhees Reserve problem and Mr. McBride, on June 6th, declared publicly that he believed the reversionary interest, and therefore right of settlement, in these lands to rest with the Province.

In the long-standing Fisheries question proprietary rights had been declared by the Imperial Privy Council to rest with the Provinces; the Dominion Government claimed the right of regulation and control. The British Columbia Government contended that Federal attempts at regulation had been unsatisfactory, that no Department 3,000 miles away could properly manage these interests, that the richest fisheries in the world were being sacrificed to the difficulties of divided authority, that the Ministers at Ottawa would not discuss the subject fairly. In April Mr. S. T. Bastedo was sent from Ottawa to try and adjust matters but the negotiations were fruitless—the Dominion desiring to take over the Fisheries but not offering to recoup the Province all the moneys which it claimed to be entitled to. Under the terms of a Provincial Act

in the 1908 Session Mr. Bowser, Attorney-General and Commissioner of Fisheries, appointed seven overseers on May 14, to different parts of the Province, with duties which included the issuing of licenses, the collection of fees from the occupants of boats taking an active part in the fishery industry, and attention to other matters coming under this law. It was a distinct policy of asserting the Province's right to control its Fisheries. On June 8th the Dominion Government passed an Order-in-Council, and afterwards published new regulations affecting the fisheries of British Columbia, and some of them in direct opposition to the Provincial regulations. Finally, the Supreme Court of the Province passed upon the question (Dec. 14) and the Provincial Government lost its case.

The second Session of the 11th Legislature of British Columbia was opened by Lieut.-Governor James Dunsmuir on June 16th with a Speech from the Throne which congratulated the Province upon the almost uniform prosperity in trade and industry of the past year; promised legislation securing a more equitable and efficient system of distribution of water for irrigation purposes; mentioned the increase in immigration, the consequent necessity for more Provincial surveys, and the desirability of restricting undesirable immigrants; suggested the exemption from taxation for a period of ten years after completion of certain authorized railways which the Government desired to encourage; proposed a measure for the better regulation of the Civil Service and the creation of a Superannuation Fund; intimated the change of the Financial year from July to April, stated a substantial surplus of revenue over expenditure and promised a large reduction in the Public Debt; mentioned the increase of demands for public works and buildings and the necessity of a Department to deal with the subject. The Address in reply was moved by Thomas Taylor and J. H. Schofield.

Mr. Taylor dealt at length with the Japanese question, Better Terms, and the Government's successful conduct of financial affairs; reviewed its Timber policy, declared that 6,500,000 acres of timber lands were now being held under licenses, and described the progress of various industries. Mr. Schofield described the brightest feature in the existing situation as "the splendid spirit of amity shown by labour and capital in their relations with each other; settling such differences as arise without resorting to strikes and consequently avoiding the immense losses which are caused by such unhappy disturbances." The ensuing discussion was vigorous and turned mainly upon the Japanese question but the Address finally passed on the 21st after a vote of censure on this point had been rejected by 24 to 15. The legislation of the 1908 Session contained some important features. Three Railway companies were incorporated—the Crow's Nest and Northern, the Hudson's Bay and Pacific, the Eastern British Columbia; and

the prolonged difference between the Grand Trunk Pacific and the Government in the matter of Indian Reserve lands was finally settled. The terms of this latter arrangement were announced in the Legislature on Feb. 28 when Mr. Premier McBride introduced a measure under which the Railway was to begin Provincial construction on or before June 1st and which recognized the proprietary rights of the Province in the Metlakatla Indian lands totalling 14,100 acres. To quote Mr. McBride:

> Some time ago the Grand Trunk Pacific Company acquired from the Dominion Government all rights in the 32,000 acres which are generally known as the Tsimpsian Reserve, and subsequently the Company approached the Provincial Government with the view of adjustiug any claim that might be advanced on the part of the Province with respect to this section of land. The Government met the Company in a friendly spirit but firmly insisted that the rights of the Province must be upheld, and that before it would be competent for the Company to take possession and enter into occupation of these lands it was absolutely essential that a Crown grant should be issued by the Government of the Province. The Company protested that at Ottawa it was held as being fully within the competency of the Federal authorities to alienate this property and they supplemented their statements under this head by the production of a paper under the great seal of Canada which purported to convey to the Company, without reservation, these particular lands. We then entered upon negotiations with the officials of the Company, with a view of adjusting the matter in dispute, and the result of these negotiations is contained in this Act which sets out that the Province of British Columbia conveys to the Company the interest of the Province in these lands in so far as three-quarters of the property is concerned; while the Company, on its part, pays to the Province the sum of $2.50 per acre for each acre of these lands. The Company further agrees to sub-divide these lands and, in the work of sub-division, to co-operate with the Province of British Columbia, three-quarters of the cost of sub-division being borne by the Company and one-quarter of it by the Province. The Company also agrees to procure all its supplies that will be required during the construction of the road from the local markets whenever circumstances will permit.

The Province also conceded a right-of-way not exceeding 100 feet in width, from the coast to the Provincial border, together with lands for sidings, stations, etc., and exemption from taxation until Dec. 31, 1921. A Fair-wage clause was included by the Company and an undertaking to employ white labour if prices were equal. The Agreement included in the Bill and approved by the House in due course, with only the three Socialists voting against it, was signed by Hon. F. J. Fulton for the Government, F. W. Morse and Harry Phillips for the Railway Company, and by the same officials for the G.T.P. Town and Development Co. Some amendments proposed in Committee by the Opposition Leader were, however, voted upon with Liberal support. As to the Prince Rupert terminals the Hon. W. J. Bowser told the press on Aug. 14th that "by virtue of the above Agreement the Province retains one-quarter of the water-front, sub-divided into five sections at what, our engineers assure us, are destined to prove strategic points. This interest is in the entire original grant of 10,000

acres made by the Government and in addition to that we have a quarter-interest in the 14,000 acres of the Metlakatla Reserve, our reversionary interest in which we have already sold to the Railway at the rate of $2.50 an acre."

The University Bill was dealt with by Hon. H. E. Young, Minister of Education, on Feb. 3rd. He referred to the two plans before the House at the previous Session—the establishment of an institution under the auspices of McGill University, Montreal, and the organization of a Provincial University; stated the antagonism of those interested in higher education to the dominance of any outside institution and the willingness, at the same time, of the McGill authorities to, when the occasion came, turn over to the Province the result of their present educational work; described University institutions and development in the other Provinces and stated that during the past six years 40 or 50 persons left British Columbia every year to take advantage of outside instruction—at McGill in 1907 of 84 matriculants passing 61 were said to be from the Pacific Province; declared that he had taken much advice and received help in this legislation from many prominent educationalists all over the country; outlined the scheme under consideration which involved the appointment of a Chancellor, Convocation, Board of Governors, Senate and Faculties of Instruction, with the addition to Convocation of 25 distinguished men, not qualified in a technical way, as well as of all resident graduates of British Universities. The Board of Governors was to include the Chancellor and President and 9 persons selected by the Government:

These gentlemen will be directly responsible and report to the House. Powers of expenditure are expressly curtailed and the endowment can in no shape or form be impaired. The appointment of all the Professors and of all the officials will rest upon the representation of the President. In the Senate, all the teaching bodies in the Province, the High School teachers, the Principals of the Normal Schools and all the Faculties will be represented and in this way it will form a representative body composed of all the interests connected with the University. It will also be a deliberative body. I have further provided for the affiliation of our Normal School which, considered in this sense, will constitute a Faculty of Pedagogy.

The University will be non-sectarian and tuition in the Faculty of Arts will be free. We find that we have at the present time in the interior sufficient material for establishing University classes at once. And we intend to work in conjunction with the Mining School and with the Agricultural work in order to secure pupils for classes in those two important branches. We further propose extending our High School system by establishing night classes in the interior, and thus enable boys who are engaged at work to become pupils of the University. At the same time we propose to establish Scholarships whereby boys who are attending High Schools and who shew possession of sufficient ability will be able to continue their course; and not only so but a number of gentlemen have promised to establish additional Scholarships. We further intend in the near future to set aside a sufficient extent of land—between 500 and 1,000 acres—for an Agricultural College, with a view of teaching the proper management and handling of the soil, irrigation and, in fact, everything which appertains to successful husbandry.

This important, carefully thought-out and clearly worded speech was well received by the House as was the project by the Province. In succeeding debates objection was taken by Opposition speakers to the Minister of Education being a member of the Senate but this Dr. Young claimed to be essential in a State University; and to the clause under which recipients of the degree of Doctor of Divinity must be graduates in Arts of some recognized University. Few amendments were proposed or made, however, and the Bill passed in due course. The Civil Service measure also presented by Dr. Young provided for the grading of all Provincial employees, for a fixed scale of salaries and rates of increase and for the superannuation of employees at a certain age or after so many years of service. Clerks beneath the grade of Chief Clerk were divided into four grades. The minimum salary for the fourth or lowest grade was $600, the maximum $900. The rate of increase was placed at $60 per annum. For the other grades, the salaries were minimum $900, $1,200, $1,500; maximum $1,200, $1,500 and $1,800. The maximum salary for a Chief Clerk was placed at $1,800 and a Deputy-Minister at $2,700. Stenographers and permanent employees were to receive such remuneration as might be voted by the Legislative Assembly. By the Bill the Province was to grant $200,000 towards a Superannuation Fund. The employee would, if his salary exceeded $900, pay 3 per cent. of his salary to the fund yearly; if less than that 2½ per cent. would be paid. Superannuation might take place after 25 years' service or after the age of 60 was attained.

In his speech on Feb. 7 the Minister asked for suggestions and welcomed amendments, described the measure as organizing and classifying a Service which had grown up in haphazard fashion, declared the policy of the Bill to be promotion by merit under special examinations, defended the Superannuation clause as likely to improve the tone and capacity of the men seeking such positions. The point of attack from the first was upon this latter clause. A. H. B. Macgowan (Cons.) strongly supported the principle and quoted British precedents with effect. C. W. Munro (Lib.) attacked the policy and preferred Old-Age pensions rather than the giving of pensions to a class which was no more entitled to it than were school-teachers or hospital nurses. A. E. McPhillips, K.C., pointed out that civil servants did not have the same opportunities to better themselves as other workers, were debarred from outside speculations, and received, upon the whole, less than men of similar capacity in ordinary business life or the professions. The Liberals in the House objected strongly to the Superannuation clause; the Socialists approved it as a step in their direction. Progress was more or less blocked for a time and, finally, the Government withdrew this portion of the Bill and it then passed without further opposition.

Other legislation of the Session included the Premier's measure dividing the Lands and Works Department and creating a new one; Mr. A. E. McPhillips' Factories Act which forbade male children under 14 and females under 15 from working in factories, regulated in varied and careful detail the employment of women in factories, provided for better health and sanitary conditions, safe-guarded employees from carelessness on the part of employers as to dangerous machinery, buildings and elevators, and secured better protection against fire; Hon. Mr. Bowser's amendment of the Supreme Court Act returning to the former practice under which trials could proceed when counsel were ready to go on by giving the ordinary notice; the same Minister's Bill which regulated the transfer of goods in bond so as to place responsibility for payment of duty upon purchasers; Hon. Mr. Tatlow's amendment to the Railway Assessment Act under which the Government was empowered to grant to Railway Companies exemption from taxes for ten years from the date of completion of the road, or roads; Hon. Mr. Fulton's measure to amend and consolidate the laws affecting Crown lands and dealing with timber limits, handloggers' licenses, lumber licenses generally, Indian reserves, etc. In this last matter the Minister reviewed the Government's policy. "Timber leases which from year to year have been granted have been abolished; to-day it is no longer possible for either individuals or corporations to secure from the Crown illimitable areas of timber by way of lease and we have substituted for the old system, the special license plan which, judging from what I can learn, has worked very well indeed, not only bringing into the treasury large sums of money, but at the same time attracting here large capitalists who, before the reputation of our forests had gone abroad, paid practically little or no attention to this part of Canada." Mr. J. A. Macdonald, Opposition Leader, preferred a License policy under which leases could be renewed from year to year with sufficient notice to holders before cancellation to permit the removal of timber from the lands. An amendment to this effect was defeated on Mch. 6th.

Regarding the Attorney-General's amendment to the Liquor License Act, Mr. Bowser pointed out on Mch. 23rd that there would be a great deal of railway construction in the Province in the early future and it had been deemed advisable to place the entire control of the Liquor License system, outside of municipalities and cities, in the hands of the Superintendent of Police who had assumed his duties early in the present year. It had been reported that in certain sections persons who held wholesale licenses were operating what were commonly known as "blind pigs" and in these instances the Superintendent of Police could, if he saw fit, cancel the licenses. "So far, the system had worked very well indeed," and it was proposed to make the regulation a part of the law. The Liberals objected on the ground of giving

arbitrary power into the hands of an official but the 2nd reading passed by 25 to 16. A measure was passed regulating the practice of Dentistry in the Province; Hon. Mr. Fulton presented a Bill dealing with the Water Clauses Act which carried out in part some of his plans regarding irrigation and provided that water might be stored for mining as well as for irrigation, the right of expropriating lands for reservoir sites, and enforcing application for a water record; an amendment of the Game Protection Act permitted the exportation of game-birds and animals to other countries, increased the game license to $100, and authorized the Government to establish Game Reserves; the Canneries Revenue Act was amended as to the nature and scope of licenses and the Act relating to municipal elections was considerably changed in various details; the usual anti-Oriental Immigration measure was passed and the governing powers of municipalities were revised.

The Hon. R. G. Tatlow, Minister of Finance, delivered his 5th Budget Speech on Feb. 20 and he had the pleasant fact of a large surplus to present to the House. For the financial year ending June 30, 1907, the net income of the Province was stated at $4,396,082, the net expenditure at $3,194,999, the consequent surplus was $1,201,083. "This is chiefly accounted for by the fact that the actual revenue exceeded the estimates by over $1,600,000, derived from land sales, principally in the neighbourhood of the City of Vancouver, timber licenses and royalties, and a greater development in the lumber industry than could have been anticipated when the estimates were framed in March, 1906. The excess in two of these items alone amounts to over $1,265,000 and the increase in registry and printing office receipts, which are largely affected thereby, will account for a large portion of the remainder. On the other hand the actual expenditure only exceeded the estimate by $220,000 including an over-expenditure on public works of $176,323." In the net Public Debt there was a decrease from $11,382,768 to $9,581,536 or $1,829,250 in amount. The estimated revenue for the new fiscal year ending Mch. 31, 1909—in this case only nine months—was $3,143,276 and the estimated expenditure $3,026,311. The Minister pointed out that in five years the Provincial revenue had doubled; increasing from $2,009,412 in 1903 to $4,338,632 in 1907. To the estimated revenue for the nine months the Dominion subsidy contributed $522,076; Land sales $400,000 and Land taxes $100,000; Timber licenses, leases and royalties $1,100,000; mining certificates and receipts and mineral tax $200,000; Registry fees and Revenue tax $130,000 each; coal royalties and tax $100,000. The estimated expenditures included $282,500 interest on the Public Debt, $249,960 for salaries (Civil government), $152,000 for the maintenance of public institutions, $104,552 for the administration of justice, $252,925 for hospitals and charities, $382,325 for Education, $1,255,960 for public works of all kinds.

Speaking upon general conditions Mr. Tatlow expressed regret that a Province with such agricultural possibilities should, in 1907, have imported meats, poultry, butter, milk, cheese, fruit, vegetables and eggs to a total value of $3,845,062; urged the greatness of the fruit regions of the interior and Vancouver Island, and described the Government's efforts to make British Columbia resources in this respect known in Great Britain; denounced a Fisheries condition under which in 1907 the salmon catch by Canadians shewed a large continued decrease and the halibut catch in Provincial waters was only worth $570,000 as compared with upwards of $2,000,000 worth taken out by United States fishermen. During the ensuing debates Mr. John Oliver expressed regret "that the Government has not taken effective measures to secure the settlement of our agricultural lands so as to stop the large drain upon our resources caused by the importation of over four million dollars' worth of agricultural produce annually and that the Government has, on the contrary, allowed large areas of our agricultural lands to pass into the hands of speculators who hold the same for increased prices, and thus prevent the production within the Province of the foodstuffs now imported." The Hon. F. L. Carter-Cotton, for the Government, reviewed its general policy of taxation, its financial recovery from inherited difficulties, the prosperity of the Province, the satisfaction of the people with the Government's efforts to encourage agriculture, promote immigration and check speculation in lands or lumber, and the motion was rejected by 23 to 14—the Socialists voting with the Opposition. It may be added here that the actual revenue returns for the fiscal year ending June 30, 1908, shewed a total of $5,979,054 and that the total expenditures—including $686,000 for redemption of Debt—were $4,590,672.

A number of Resolutions, Bills, etc., were presented to the House dealing with the Japanese question and they are dealt with elsewhere. On Feb. 10 Messrs. G. A. McGuire and N. F. MacKay carried a motion by 25 to 11 describing the excessive price of coal as retarding Provincial development and asking for a Federal inquiry as to whether a combine existed amongst the coal-mine owners. A curious incident occurred on Feb. 25th when J. H. Hawthornthwaite (Socialist) declared that the Leader of the Opposition had made a statement which was "a deliberate untruth." Mr. Macdonald objected and asked that the words be taken down; this was done and Mr. Speaker Eberts described them as unparliamentary and requested the member in question to withdraw the words and apologize to the House. He refused to do either and the debate then proceeded as if nothing had happened. There was a very pronounced effort by the Socialist members to get an eight-hour-day established. A general bill to this effect was defeated by 34 to 4 and the inclusion of the clause in several other measures was beaten by similar divisions. On Mch. 6th a

Select Committee composed of Hon. D. M. Eberts, Hon. F. L. Carter-Cotton, A. E. McPhillips, J. A. Macdonald, John Oliver, Parker Williams, and Thornton Fell (Clerk of the House) was appointed to prepare a consolidation and revision of the Legislature's rules for submission to the next Session. The House was prorogued on Mch. 7th after passing 62 out of 89 measures.

Aside from the Government's University policy there were some important Educational developments during the year. On Jan. 8th a delegation from the Provincial School Trustees' Association met the Minister of Education, and presented a series of Resolutions of which the following were the most important: That the Government be asked to provide a flag for all rural schools; that the necessity be urged of a thorough and systematic medical examination of all Public School children and teachers; that the Government be urged to increase the grant to rural schools and rural municipalities to a minimum of $540 instead of $480 as at present; that the schools should teach more along industrial and agricultural lines and less upon purely mercantile lines; that education should centre more towards rural and less around city life; that it is especially desirable that schools should be fully instructed in regard to the various forms of Canadian government —Dominion, Provincial, Municipal and Educational. During the Session of the Legislature Hon. Dr. Young had announced the Government's policy of free text-books for the Public Schools. By the month of June all arrangements had been made, sets of books were shipped to every Public School in the Province and with each of them a large Union Jack (9 feet by 4½) was supplied which the Trustees, under special Order-in-Council, were instructed to fly over each school-house during school hours. Upon this point the Minister of Education said on June 30: "The children of British Columbia will be taught the true meaning and worth of patriotism. With each parcel of school-books sent to every school will go a flag—the Union Jack—which emblem of British greatness and justice every scholar in the Province will be taught to salute and reverence, to know for what it stands, to learn of its glorious history and the protection it affords."

Upon this point a curious controversy arose. It was claimed by an aggressive, if not large body of public opinion, that the Canadian flag—the Union Jack with a Dominion Coat-of-Arms in the fly—should be used as being more essentially Canadian. The Minister contended that the latter had no sufficient official status; Mr. F. C. Wade, K.C., of Vancouver was the chief exponent of the other view. In press correspondence, afterwards published as a pamphlet, he claimed it to be the national flag of Canada both afloat and ashore, to be recognized by custom and use, authorized as a mercantile flag by the Admiralty, and adopted by the Dominion authorities. The Vancouver School Board decided to fly the Canadian emblem, the Victoria Board declared that they

could not erect a flag-pole in time for the opening on Aug. 24th, the South Vancouver Board refused to use the flag sent to them and New Westminster took similar action. The Minister announced that these Boards could fly the Canadian flag if they wished to do so but he did not offer to buy one for them and at the Revelstoke meeting of the Provincial Trustees' Association (Nov. 18) a Resolution was passed, after a heated discussion, which asked the Department of Eduation "to supply the Canadian ensign to such Boards as might desire to fly it on the same terms as the Union Jack was supplied." On Mch. 3rd Dr. Young presented to the Legislature the 36th annual Report of the Schools of the Province covering the affairs of 1906-7. It shewed a total enrollment in all schools of 30,059 or an increase of 1,517 pupils and of this total 15,347 were boys and 14,692 girls; a High School enrollment of 1,355, in graded schools of 17,065, in rural schools of 5,675, in rural and assisted schools of 5,944; a total expenditure on Education amounting to $864,771 compared with $688,740 in the preceding year. There were 58 students at the Provincial Normal School and 48 at the McGill College.

Miscellaneous incidents of the year included the echo of a political issue of 1906-7 when the Supreme Court dismissed, on Feb. 26, the request for a new trial in the case in which Mr. R. F. Green, lately Minister of Lands and Works, had unsuccessfully sued the Vancouver *World* for libel; a decision by Chief Justice Hunter on Mch. 10 dismissing one of the so-called Settlers' Rights cases in which the Esquimalt and Nanaimo Railway (C.P.R.) sought to retain the coal measures alleged to underly the land occupied by the defendant; the elaborate legal presentation to the Government on Mch. 16 of the Victoria Waterworks case in which the control of the sources of water-supply for the city and the respective rights of companies and citizens were involved; the invitation tendered by the Government, through the Lieutenant-Governor and official channels, to the United States fleet to visit Victoria and Vancouver when returning from its eastern cruise; the organization of a Citizens' Committee in Victoria on Sept. 29th with a view to obtaining a Local Option law for the Province and the formation of a British Columbia Local Option League at Vancouver on Nov. 25 with E. B. Morgan as President and Miss A. L. Murcutt, of Vancouver, as Hon. Secretary; the laying of the corner-stone on Nov. 11th, by the Lieut.-Governor, of a British Columbia Sanitarium for Consumptives at Tranquille; an interesting Report presented by the Provincial Librarian (E. O. S. Scholefield) to the Government, in June, which reviewed historical material and conditions in British Columbia and stated that the United States historian, H. H. Bancroft, had some years before borrowed from the Library a number of invaluable manuscripts, which had never been returned. In connection with Mr. Justice W. H. P. Clement's much-discussed decision in a certain

case that British Columbia Courts did not possess jurisdiction in divorce an elaborate and exhaustive judgment was delivered on Appeal by Mr. Justice Archer Martin in June. "To disturb the jurisdiction of the Courts in divorce and matrimonial matters, which has been exercised for the past thirty-one years, would be to create a social and domestic calamity," he stated.

The Province suffered greatly during August from the Fernie and other forest fires and there was a flood in the Fraser River Valley in July. The personal effort of Mr. A. C. Flumerfelt to promote knowledge as to the natural wealth of British Columbia was a notable incident of the year. He offered valuable prizes for the best essays on Immigration—that being the means by which, he thought, progress could best be made. There were competitors from all over Canada and the Judges were well-known educationalists in the centres of the Dominion. The winners were as follows: For British Columbia, R. E. Gosnell of Victoria; for the three Western Provinces, W. J. Robertson of Victoria; for Ontario and Quebec, A. Pinto-Joseph of Quebec; for the Maritime Provinces, W. E. MacLellan of Halifax; for all Canada, C. F. Deacon of Charlottetown and Rev. J. R. Robertson of Revelstoke. Another personal incident was the visit of Hon. R. G. Tatlow to England in November and addresses by him at Aldershot, at the annual meeting of the B. C. Electric Railway Company, at a Unionist gathering in Bicester. The Deputy Attorney-General, H. A. MacLean, returned from London on Sept. 8th, and paid a notable tribute in the press to the speed, accuracy and critical judgment of the Judicial Committee of the Privy Council. The Victoria *Colonist* on Dec. 13th issued a capital Jubilee number in celebration of its 50th anniversary—a long period in the life of a new country. Amongst the appointments of the year must be mentioned that of J. B. Harkin as Dominion Inspector of Immigration along the international boundary line with 20 officials under him; E. B. Paul, M.A., was appointed Superintendent of City Schools in Victoria; A. E. Planta of Nanaimo was elected President of the B. C. School Trustees Association; Rev. Dr. John MacKay of Montreal was appointed Principal of the Presbyterian Theological College, Vancouver; J. D. Gillis of Nelson was elected President of the Provincial Teachers' Institute.

British Columbia and the Asiatic Immigration Issue

Politics in British Columbia during 1907 and 1908 could not be mentioned, discussed, or considered without reference to the question of Oriental, and particularly Japanese, immigration and labour, Treaties, qualities and competition. The question pervaded the entire political atmosphere. It found expression in bitter denunciation of the Lieut.-Governor in certain quarters for employing a few of these people in his mines; it permeated the Federal elections and lost the Ottawa Government several seats; it filled the Legislative Session of 1908 with stormy scenes, aggres-

sive Resolutions and attempts at impossible legislation. The Hon. R. Lemieux returned from Japan in January with an understanding as to the checking of further emigration from that country by means of local and internal regulation; Mr. Mackenzie King about the same time reported as to his official investigation into the question, stated his conclusion that these immigrants were brought in by Vancouver contractors and very largely for Canadian Pacific Railway service, made public an agreement between the Wellington Colliery (Mr. Dunsmuir's concern) and one of these contractors for the supply of 500 Japanese miners and a few other labourers. His conclusion was this: "Were the immigration of Japanese from Hawaii and all other points beyond the jurisdiction of Japan absolutely prohibited; and a stop put to the immigration of contract labour at the instance of individuals and companies in this country and emigration companies in Japan; and a like reserve shewn in future in the granting of passports to all other classes of persons as appears to have been practised in these classes during the past year; Japanese immigration to this country would not be such as, having regard for numbers, would be likely to cause any serious embarrassment, or as to which exception could be taken."

The first intrusion of the Japanese question into the Legislature was on the opening day (Jan. 16) when J. H. Hawthornthwaite, the Socialist, tried to move a Resolution of censure or impeachment in respect to the Lieutenant-Governor. It was ruled out of order for the moment by the Speaker but came up again at a later stage. On Jan. 20 Mr. J. A. Macdonald, K.C., the Opposition Leader, drew attention to the Lieut.-Governor having on Apl. 25, 1907, reserved his assent to the Act regulating Immigration into the Province, indirectly excluding Orientals, and similar in terms to those already vetoed upon several occasions by the Federal authorities. Mr. Macdonald wanted to know whether the Lieut.-Governor in this matter had acted upon his own authority which, he contended, would have been unconstitutional, or upon instructions from Ottawa, or upon the advice of his constitutional advisers. In the first case and the last the Ministry was, he declared, responsible as the Lieut.-Governor must, constitutionally, be considered as acting by advice unless under definite instructions from the Governor-General-in-Council. Mr. Premier McBride, in reply, contended that the special instructions given a Lieutenant-Governor when he was sworn into office allowed him to do just what Mr. Dunsmuir had done in this case and that neither the speaker nor his Government was responsible for that action. Mr. Macdonald moved the following Resolution: "We censure His Honour's responsible Ministers for their action in connection with His Honour's non-assent to the Bill of last Session entitled 'An Act to regulate Immigration into British Columbia.'" After vigorous discussions, with a notable speech on the

Liberal side from John Oliver who quoted Sir Wilfrid Laurier as stating that no advice had been given the Lieut.-Governor by the Federal authorities in this matter and with elaborate Conservative speeches by Hon. W. J. Bowser and A. E. McPhillips, K.C., the motion was rejected on Jan. 24th by 24 to 15. Meantime, in the Commons at Ottawa, correspondence had been made public shewing that on Apl. 23, 1907, Hon. R. W. Scott, Secretary of State, had telegraphed Mr. Dunsmuir that his Premier, Mr. McBride, had just stated that this Act would be reserved for Federal consideration and inquiring if the Government could depend upon this being done. The Lieut.-Governor had wired back that "the Bill will not receive my assent."

On Jan. 20th Mr. Hawthornthwaite moved his Resolution, with a long preamble describing the passage of the 1907 Bill in restriction of Oriental immigration, asserting the refusal of the Lieut.-Governor to give his assent and the Premier's repudiation of responsibility for that action, repeating the statement that the Lieut.-Governor in his private capacity had, about that time, sought to employ 500 Japanese in his mines, declaring His Honour's action to be unconstitutional and suspicious, and proceeding as follows: "That this House emphatically condemns all such unconstitutional proceedings and hereby appeals to the Governor-General of the Dominion to investigate into all of the aforesaid matters and charges and, should the facts prove to be as stated in this Resolution, dismiss forthwith the Hon. James Dunsmuir from the office of Lieutenant-Governor of the Province of British Columbia." Mr. Speaker Eberts ruled the motion out of order, nine days later, on the ground that the Legislative rule, and that of all British Legislatures, was that no member shall be allowed to speak disrespectfully of the Sovereign or his Representative. On Jan. 30 the mover appealed to the House against this ruling and the Speaker was sustained by 25 to 13; on Feb. 5th he presented the same motion with slight variations and the Speaker was again sustained by 22 to 13 upon a similar ruling. Mr. John Oliver followed up this Resolution with one asking the Lieut.-Governor for instruction, correspondence, and telegrams in regard to this subject but, after some debate, he withdrew it on Jan. 28. Six days later Mr. Oliver presented an emphatic motion recapitulating the facts of the case and adding the declaration that the Bill was reserved without instructions from the Governor-General and at a time when His Honour was President of the Wellington Colliery Company which was employing a number of Asiatics; declaring that the confidence of the people in the Lieut.-Governor was, therefore, greatly impaired; and asking for an Address to the Governor-General of Canada praying for Mr. Dunsmuir's removal. The Speaker ruled this also out of order on the same grounds as before and, on appeal to the House, was sustained by 23 to 14.

The debates on these various motions were stormy and, at times, bitter. The Socialist view may be understood from Mr. Hawthornthwaite's statement in a Nanaimo speech, on Feb. 2nd, that Mr. Dunsmuir was "an inhuman monster"! Mr. C. W. Munro (Lib.) wanted to know on Jan. 21st whether the people of the Province lived under an absolute or a constitutional monarchy and Hon. W. J. Bowser took the ground that the Lieut.-Governor did not veto the Bill, but merely reserved it for the consideration of the authorities at Ottawa. "His Honour was appointed by the Dominion Government and is responsible to them alone." He pointed to many cases of reserved bills—Nova Scotia in 1869 and New Brunswick in 1874, Prince Edward Island in 1879 (a bill incorporating the Provincial Orange body); Manitoba in 1890 (two Acts relating to taxation); British Columbia in 1897 (a measure dealing with the employment of Asiatics). Mr. John Oliver contended that knowledge on the part of the Premier that the Lieutenant-Governor was going to with-hold assent and the information as to this given by the former to the Secretary of State at Ottawa, constituted Government responsibility; Mr. A. E. McPhillips contended that His Honour had the right to refuse his assent to any Bill under the forms of monarchical government and he, as well as other Conservative speakers, declared that the Secretary of State's question to the Lieut.-Governor: "Can I rely on this assurance" (by the Premier) was really an instruction to with-hold assent. This Mr. Scott denied in the Senate on Jan. 24th.

Then came the re-enactment of the measure so repeatedly disallowed at Ottawa and reserved in the previous year by the Lieut.-Governor. Popularly it was termed the Natal Act from a law in force along similar lines in that Colony and also, at times, the Bowser Bill. The educational clause in this measure was as follows: "The immigration into British Columbia of any person who, when asked to do so by the officer appointed under this Act, shall fail himself to write out and sign in the English language or any language of Europe, an application to the Provincial Secretary of the Province of British Columbia, as well as read in English or any language of Europe, any test submitted to him by the officer appointed under this Act, shall be unlawful." In moving the second reading on Jan. 28 the Attorney-General (Mr. Bowser) reviewed elaborately the history of the question, the record of Provincial legislation in the five preceding measures, the fruits of Federal policy in accepting the Japanese Treaty under which subjects of that Empire were given freedom of admission into Canada. He claimed that the assurances of the Japanese Government, obtained as a result of the Lemieux mission, were as useless as those of Mr. Nosse, Consul-General to Canada, made during 1900, 1903 and 1905—the years of largest immigration; denied emphatically the assertion of Mr. Duncan Ross in the Com-

mons five days before that he (Mr. Bowser) had acted as solicitor for Gotoh, a Japanese importer of coolies, and read a letter from the Canada-Nippon Supply Company stating that neither he nor his law-firm had had anything to do with the C.P.R. contract which had been the subject of discussion; promised if this Bill were passed to do everything possible to enforce its terms and stated that similar Acts in Natal and Queensland had not been disallowed.

Mr. Macdonald followed for the Opposition and stated that the Parliament of Canada had legislated with regard to the Japanese and had passed an Act adopting a Treaty which gave the Japanese free entry into the Dominion; that the only restriction upon the right of the Japanese to come here was the restriction brought about by Mr. Lemieux in his mission to Japan. "The Attorney-General knew, therefore, that right on the face of his Bill was a statement which made it perfectly clear that it could not, under any possible circumstances apply to immigrants, the terms of whose admission to Canada were fixed by an Act of the Dominion Parliament." He pointed out that the Imperial Treaty with Japan, accepted by the Canadian Parliament, declared that "the subjects of each of the two high contracting parties shall have full liberty to enter, travel or reside in any part of the dominions, or possessions, of the other contracting party, and shall enjoy full and perfect protection for their persons and property." Certain Colonies had been especially exempted until they chose to come voluntarily under the terms of this Treaty. Mr. W. R. Ross (Cons.) without making any direct charge claimed that it was curious, to say the least, that this Japanese-Canada arrangement was not proposed or discussed until the Grand Trunk Pacific project came to the front and its promoters found that many and cheap labourers would be required.

On Jan. 30 Mr. Premier McBride summed up the situation from his point of view. He described the increasing competition of the Japanese, the strong feeling of the people regarding this influx, the probability of the Liberals in the next Dominion election being swept out of the British Columbia representation as a result of this Federal policy; and declared that "so far as this particular issue is concerned nothing has been done and no policy has been determined upon by the Imperial Government that would in any way stay the Parliament of Canada from going the lengths to which the Parliaments of Natal, Australia, New Zealand and the Transvaal have gone in their treatment of this question." The measure, though opposed by the Liberals as unconstitutional and useless, eventually passed without division but with the excision of the statement that the Act should not apply to any persons whose entry to the Dominion was already prohibited by Federal legislation. Mr. J. A. Macdonald opposed this action as virtually inviting disallowance; although a proposed amendment of his on Feb. 5th would have added to the enacting

clause of the Bill the words "so far as this Legislative Assembly has power to enact the same." It had been rejected by 27 to 12.

It may be added here that Liberals or Socialists tried during the Session to get a clause, in one form or another, forbidding employment of Asiatics, into the Railway Assessment Act and the Hudson's Bay Railway and Crow's Nest Railway incorporation Bills; they also moved Resolutions seeking inquiry into the employment of such persons in the coal mines of Vancouver Island and asking the Imperial Government to appoint a Royal Commission of Inquiry into the whole affair. All were rejected on party divisions excepting the last which the Government accepted and passed unanimously. An incident of this complicated conflict in which constitutional points, racial prejudices, labour rivalries, and political considerations both Provincial and Federal, were involved, was the declaration of the Victoria *Colonist* (the Government's organ) on Jan. 31 that the Lieut.-Governor's action was unconstitutional and Mr. R. E. Gosnell's succeeding letter pointing out the fact that under the British North America Act a Lieut.-Governor can do one of three things with any Act: (1) assent; (2) with-hold assent; (3) reserve assent for the King's pleasure or Governor-General's approval. After the passage of the Immigration Bill by a full vote of the House and with unanimity it was assented to on Feb. 11th by the Lieut.-Governor. The Provincial Government announced an intention of rigid enforcement; the Federal authorites indicated its disallowance; the latter sent instructions to restrain any Provincial act of enforcement.

On Feb. 20th a test case as to two incoming Japanese was taken to the Courts and a day later Chief Justice Hunter, at Victoria, expressed the opinion that the Provincial Act was not antagonistic to the Federal Immigration Act but that it was contrary to the terms of the Japanese Treaty and, therefore, inoperative so far as subjects of that country were concerned; an appeal on Feb. 25th to the full Supreme Court resulted in this judgment being sustained. Mr. Justice Clement raised a storm in the Legislature by declaring in this connection that: "The matter of Japanese immigration has been dealt with properly, that is to say constitutionally, by the Parliament of Canada, and I must say it smacks strongly of disloyalty to our settled form of government when the authorities of one Province undertake to over-ride and render abortive the will of the people of Canada and to forbid the honourable observance of our solemn engagements with a Foreign power." The matter entered another phase when a Vancouver magistrate early in March sentenced 18 Hindu immigrants, admitted by Federal officials, to pay a fine of $500 each or go to gaol for one year under the Educational terms of the Provincial Act. Mr. Justice Morrison, on Mar. 13th, discharged these legal victims on the ground that this law was *ultra vires*. The Attorney-General appealed against the decision but, meantime, suspended the operation of the Immigration Act.

Provincial incidents of the year in this connection included the heated discussions of the Asiatic Exclusion Leagues at public meetings, held on various dates, and especially during the Federal elections; a warm discussion in the Legislature caused by a Socialist Resolution on Feb. 25th which proposed to censure the Judges for their action in declaring the exclusion measure inoperative but which was eventually withdrawn; the rabid utterances of a Hindu publication which made its appearance in Vancouver and abused its liberty along lines similar to those of the revolutionary press of India in which its people were described as being "dogs and slaves" of the British Government; the refusal a little later of the Provincial Government to issue boat licenses to aliens or, in other words, to hundreds of Japanese fishermen on the Fraser River. Other matters were the report of Mr. Mackenzie King as to the alarming extension of the Opium traffic on the Pacific Coast, the manufacture of this product in Vancouver, Victoria and New Westminster, and the necessity of the restriction or abolition of the industry; the interesting address by Mr. W. T. R. Preston, Trade Commissioner in the East, at Hong Kong on Mch. 31st in which he reviewed the position, power, and progress of Japan and the desirability of Canada extending its trade with that country; the Award by Mr. Mackenzie King, Dominion Commissioner, as to damages in the Vancouver Riots of September, 1907, in which he allowed $9,036 to Japanese residents, and $3,185 to Chinese residents.*

Mineral Development and Political Conditions in the Yukon

The glamour of the Yukon has passed, the day of the individual miner and the romance of great fortunes picked up in a week, have altogether gone. In 1908 it was a question of organized mining on a large scale with large companies and much capital. Irrigation, dredge-working, hydraulicking, and the efforts of applied science in quartz mining, had replaced the days of placer pickings. The production for the year ending Mch. 31, 1908, was only $2,820,162, the smallest since 1898 when the enormous total production of $150,000,000 had commenced. This very low figure was largely due to many of the claims on Hunker, Bonanza, Bear and Eldorado Creeks not being worked because of their acquisition by the Yukon Gold Company. This latter interest became the subject of much stock speculation and advertisement under the auspices of T. W. Lawson of Boston. Controlled by the Guggenheims with $17,500,000 of capital and the claim that there was a net profit in sight of $36,000,000, Mr. Lawson in March, 1908, made a sensational effort to sell the stock of this Company and to exploit the alleged mineral wealth of the Yukon. In Parliament, on May 4th, the Minister of the Interior was asked about

* Supplementary to the 1907 record of these riots the author has been furnished by the kindness of Mr. F. C. Wade, K.C., of Vancouver, with the fact of twenty-eight arreste having been made, in which cases fourteen were committed to trial, nine sentenced to pay fines ranging from $50 to $105, and the rest discharged.

these statements but declared that the Government had no exact information in the matter, that "many of the claims held by the Yukon Gold Company had not been surveyed and as they varied in size, according to the regulations under which they were acquired, the total area could not be computed. The title to the claims was conditional and work to the value of $200 had to be performed on each claim every year of renewal."

To the Ottawa *Citizen* on Oct. 3rd Mr. E. E. Stockton, who had been auditing the Yukon accounts, stated that the gold production of the Territory would this season be "larger than for many years past." Owing to the new method of hydraulic mining by the utilization of electric lifts, which had been adopted by the Guggenheims, the big clean-up would not take place until a few days before operations were suspended in the autumn. "For the first time in the history of the Territory the dredges will be busy until the ice forms and these operations will greatly increase the gold production." Individual claim-owners were also said to have had a busy season resulting in prosperous times throughout the district. The big ditch of the Guggenheim Company was stated to be nearing completion and to have given employment all the season to an army of over two thousand men. Mr. William Ogilvie, one-time Commissioner of the Yukon, undertook active mining on a large scale during this year with a largely capitalized company and the Stewart River country as the scene of his operations. He declared it to be remarkably rich in minerals. In the White Horse district there was no doubt of the abundance of copper but a check occurred in production owing to the low price of the product. With the close of the year came the completion of the Yukon Gold Company's great work in the construction of a conduit which was described as "the lifting of a river of water 70 miles over the mountains and turning it against the golden gravels of the Klondyke." Mr. A. N. C. Treadgold described it as "the greatest undertaking of the kind in history."—*Globe,* Oct. 31st. The White Pass Railway, during 1908, began the construction of a branch line into the copper fields of White Horse; a concentrator was installed at Conrad in the southern part of the Territory; no less than 18 dredges, costing about $150,000 each to lay down, were at work by the close of the year and several more were on the way; the Guggenheims' total investment was estimated by the *Canadian Mining Journal* at $12,000,000 and it was stated that within three years they would have all their great properties working throughout.

Mining, however, was not the only resource of the Yukon. It was a paradise for sportsmen; its scenery has been described as equal in beauty to the fiords of Norway or the Isles of Greece; its agricultural area has been estimated at from 60,000 to 100,000 square miles. Upon this general subject the Rev. Dr. Pringle, after many years' residence therein, told the Victoria *Times* of June 8th that

it was a land of opportunity. "Vegetables grow to perfection. As a potato-growing country it can hardly be surpassed, and large profits are to be made from this industry. Of course the land does not offer the same possibilities for wheat growing as the Western prairies. The fishing is first-class while the timber is of fairly good quality. Coal mining is also becoming active and mines are already opened, one to the north and another to the south of Dawson. The coal is in the form of lignite and is very desirable for steamship purposes, and several of the boats are now using it. It is also used for house purposes but not extensively as yet. The copper deposits at White Horse, which are very rich, were being worked vigorously until the big drop in the market price came." The revenue of the Yukon in the fiscal year ending Mch. 31, 1908, was $622,483, its expenditures $1,154,608.

Politically and generally the chief event of the year was the charge specifically laid by the Rev. Dr. John Pringle as to gross immorality in Dawson City and other parts of the Yukon—a condition which he claimed to have been permitted by officials and not discouraged by the Ottawa authorities. To the Toronto *News* of Jan. 28 he said: "The Government knows that I have during the last six years, by correspondence and in personal interviews with the Ministers of the Crown, called their attention in the plainest way possible to malodorous conditions in the official and community life, only to have my representations practically ignored by those responsible at Ottawa and to be flouted by the undesirables in the local Service and their retinue of heelers." Personal charges were made against J. E. Girouard, Registrar of the Territory, which Dr. Pringle said he could prove to the hilt. Similar charges were laid against J. T. Lithgow, Comptroller. He made further statements as to the character and location of the dance-halls said to exist in Dawson, and declared that every effort and representation had been made to have the evil checked but in vain. In Parliament, on Mch. 2nd, the Minister of the Interior presented the correspondence in this case between Dr. Pringle and the Department, stated that an investigation had been ordered under the auspices of Mr. Alex. Henderson, the new Commissioner, and that Dr. Pringle, while making specific charges against the two officials in question, had finally refused to appear as a prosecutor because the Commissioner was not given authority to summon and swear witnesses. In a more general connection the Commissioner had reported to the Government that he had obtained an Ordinance from the Yukon Council forbidding the sale of liquor in dance-halls and that at the beginning of 1908 all but one had closed up. Officially all the reports as to immorality in the Yukon were denied.

In the Commons, on June 2nd, the whole question of Yukon

administration from the beginning of the gold fever and production, up to the present, was threshed out by Hon. George E. Foster in a vigorous arraignment of the Dominion Government and its Yukon officials. He assumed the entire truth of Dr. Pringle's charges and of many other assertions regarding conditions and corruption in the Territory. Mr. Oliver, as Minister of the Interior, defended his administration and that of his predecessors, declared with truth that there had been a "phenomenal maintenance of law and order, the rights of life and property" in this region and claimed that Parliament had no more to do with the morals of Dawson than with those of Montreal. Sir Wilfrid Laurier supported his Minister and announced that Mr. Girouard had resigned his position. To the General Assembly of the Presbyterian Church at Winnipeg, on June 9th, Dr. Pringle, in grave and serious terms, reiterated his statements and denounced the Ottawa Government. In reply Rev. Dr. J. G. Shearer read a letter from Sir Wilfrid Laurier dated May 22, 1908, and stating that in the summer of 1907: "I gave specific and un-ambiguous instructions that every infraction of the law regarding immorality and the suppression of vice, including infractions of the Liquor Ordinance, must be prosecuted with the utmost vigour. Not only this, but in addition I placed at the disposal of the police a secret service fund to assist in obtaining necessary evidence." To the Victoria press on June 10th Mr. Commissioner Henderson declared that Dr. Pringle was an agitator, that his statements were made for political ends, and that conditions in Dawson would compare favourably with those in any City of western Canada. As to this, there could be no doubt of the clergyman's high character and personal probity, and the General Assembly of his Church followed up the address referred to above with a Resolution of gratefulness for his fearless denunciation of vice.

On the other hand the Rev. J. R. Seymour, Methodist preacher in Dawson, told the press during June that moral conditions there were now excellent—a view endorsed by the Commissioner, the Dawson Board of Trade and, officially, by Major Z. T. Wood, Assistant Commissioner of the Royal North-West Mounted Police, in his annual Report dated Nov. 1, 1908. Late in July a three-days' debate took place in the Yukon Council on this question. George Black declared that no reforms had been made till Dr. Pringle commenced his crusade; John Grant read an affidavit reflecting upon the clergyman's personal character which was afterwards withdrawn as being improperly obtained from an immoral woman; the Commissioner attacked Dr. Pringle for his methods and general statements; the Council passed a Resolution, with one dissentient, declaring Dr. Pringle's charges to be slanderous. A Church of England deputation waited upon the Prime Minister on Oct. 4th and asked for better enforcement of the Criminal law in the Yukon as to immorality. Meantime, Dr.

Pringle passed through Canada on his way to Cape Breton where he had accepted a charge and while *en route* gave a number of addresses on the Yukon. In Parliament a measure was put through by the Government granting a completely-elective Council of 10 members to the Territory after May 1st of the succeeding year. In April, 1908, Mr. Napoleon Laliberte was appointed to succeed Mr. Girouard as Registrar and representations continued to be made for and against Mr. J. T. Lithgow who, however, was retained in his position and in the general elections was appointed Returning-Officer.

LEGAL APPOINTMENTS OF 1908.

Name.	Position.	Province or Place.
Hon. Horace Archambault, K.C.	Puisne Judge, King's Bench	Quebec.
Dominique Monet	Puisne Judge, Superior Court	Quebec.
John James Kehoe	Judge, District Court	Sudbury, Ont.
Francis Robert Latchford	Justice, High Court	Ontario.
Seth P. Leet, K.C.	Police Magistrate	Montreal District.
Adolphe Bazin, K.C.	Police Magistrate	Montreal District.
William G. P. Cassels, K.C.	Judge, Exchequer Court	Canada.
John D. Cameron, K.C.	Puisne Judge, King's Bench	Manitoba.
Calixte LeBeuf, K.C.	Senior Judge, Circuit Court	Montreal District.
Hon. Henry G. Carroll	Puisne Judge, King's Bench	Quebec.
Francois S. Tourigny, K.C.	Puisne Judge, Superior Court	Quebec.
Charles Julius Mickle	Junior Judge of Essex	Ontario.
Charles Edward Hewson	District Court of Manitoulin	Ontario.
Edward Augustus Wismer	Junior Judge of Simcoe	Ontario.

LAW ASSOCIATIONS OF CANADA.

Bar of the Province of Quebec	Batonnier-General	Honorè Gervais, K.C., M.P.
Barristers' Society of New Brunswick	President	M. G. Teed, K.C.
Ontario Bar Association	President	A. H. Clarke, K.C., M.P.
Montreal Bar Association	Batonnier	Honorè Gervais, K.C., M.P.
Bar of the District of Quebec	Batonnier	Hon. E. J. Flynn, K.C.
Bar of the District of Bedford	Batonnier	F. X. A. Giroux, K.C.
Nova Scotia Barristers' Society	President	Hon. B. F. Pearson, K.C., M.L.A.
Winnipeg Bar Association	President	Isaac Campbell, K.C.
York County Law Association	President	William Davidson, K.C.

APPOINTED KING'S COUNSEL, 1908.

Name.	Place.	Appointed by
Edmund C. Senkler	Dawson	Dominion.
Hon. Jacques Bureau	Ottawa	Dominion.
Charles Morse	Ottawa	Nova Scotia.
J. Johnston Hunt	Halifax	Nova Scotia.
Daniel D. McKenzie	North Sydney	Nova Scotia.
Samuel D. McLellan	Truro	Nova Scotia.
Henry J. Elliott	Montreal	Quebec.
W. Prescott Sharp	Montreal	Quebec.

IX.—TRANSPORTATION INTERESTS OF CANADA

Transportation Problems, Conditions and Statistics

The question of greatest importance to Canada in a business, financial and productive sense during the first years of the 20th century has undoubtedly been that of Transportation. Upon it production to some extent depended; for it money and credit and the time of Parliament were given lavishly; because of it issues of wider and deeper nature were in some measure put to one side. To the Board of Railway Commissioners in 1908 an ever-increasing burden of work came in the adjustment of rates, the hearing and arrangement of disputes, the investigation of railway conduct and policy, the treatment of car shortages and accidents of every kind, the handling of many transportation incidents and complications—legal, technical and popular. The regretted death of the Chief Commissioner, A. C. Killam, K.C., was followed by the appointment, in his place, of the Hon. James Pitt Mabee, of the Ontario High Court, on Mch. 28th. With Messrs. M. E. Bernier and James Mills the Court—as it really was—carried on its work until both the Board and its functions were enlarged by the Minister of Railways' Bills in the current Session increasing the jurisdiction of the Board, creating an Assistant Chief Commissioner at a salary of $9,000 per annum with two additional Commissioners at $8,000 each, and giving to the Commission control of Telegraphs and Telephones in addition to the multifarious concerns already under its charge.

In this connection the Hon. G. P. Graham illustrated the importance of the issues at stake and the work of this Commission when he pointed out in the Commons on Feb. 18th that "We, the people of Canada, are co-investors with the owners of the railways. Up to the 30th of June last we had paid from the Federal Treasury $128,827,649 in cash subsidies, the Provinces had given $35,123,130, the municipalities had given $17,346,633—in all $181,298,413. But more than that has been done for railway transportation; the Dominion and the Provinces combined have granted 52,183,063 acres of land in aid of railway construction. Even that is not all, although it is a good deal for six and a half millions of people to have done. In addition, the people of the Dominion and of the Provinces have built and are operating 1,890 miles of railway at a cost of $101,000,000. Further, I think it is reasonable to mention it, there have been guaranteed bonds of the different railways to the extent of another $100,000,000." During this discussion Mr. R. L. Borden had reiterated his desire to see the Railway Commission re-organized

and its *personnel* increased. As finally proposed by Mr. Graham this extension of scope and powers was as follows: 1. Telegraph companies to come under the Railway Commission which was to control tolls, connections and other matters—wireless telegraph companies included; 2. Telephone companies being already under the Commission the terms of control to be re-adjusted; 3. The Commission to be given control over the specific performance of contracts between companies and municipalities and companies and private persons; 4. Sleeping cars to pass under its jurisdiction with cartage companies handling freight at railway stations; 5. The Board to have power to order Railways to pay reciprocal demurrage and to make regulations relating to demurrage and to enforce them.

The Commission visited a number of centres during the year to hear complaints and render judgment. At Winnipeg on Jan. 9th deputations were received from Regina, Brandon and Portage la Prairie in the matter of Western freight rates; at Ottawa between Jan. 29 and Feb. 15 the Commissioners heard prolonged arguments from Counsel for the Railways and for the City of Winnipeg in the matter of alleged rate discrimination in favour of certain points and routes; at St. John on April 23rd the Board heard an application from the Fredericton Board of Trade to compel the Canadian Pacific and the Grand Trunk to cease an alleged freight-rate discrimination against their city; at Ottawa on Apl. 24th the Commissioners heard the Labour interests and Railway representatives on the question of a uniform code of operating rules for all railways; in Toronto on May 19th they dealt with the question of a viaduct costing $2,657,000, according to the City estimate and, according to the Railways' contention a total of $5,898,078, and granted the City's application for an order to the three Railways to proceed with the elevation of four of their tracks; at Winnipeg on July 21st the Chief Commissioner announced that the Board would protect the rights of municipalities to control their streets. Later in the year the Hon. Thomas Greenway, M.P., retired from Parliament to accept a seat on the Board and Mr. S. J. McLean of Toronto University also became a Commissioner.

Of two great transportation projects before the people during 1908—the Hudson's Bay Railway and the Georgian Bay Canal—so much has been said in connection with the political situation that only a few exact data need be recorded here. The former project was discussed in the Senate on Mch. 10 and Mch. 17 and at great length in the Commons on Apl. 7th; the popular discussion of the subject brought Fort Churchill, the probable terminus on Hudson's Bay, very much to the front and gave Canadians some idea of this historical fort dating back to 1688; the route of the proposed Railway was said to contain much good land, where cereals and cattle could be raised, rich and varied resources in minerals

and water-powers, inexhaustible supplies of fish, game, furs, and timber; in August surveying parties were sent out by the Railway Department to examine and report upon the route, as to terminal points, and upon harbour facilities of Fort Churchill and Port Nelson. A study in distances by this and other routes, by Fort Churchill and other ports, was given in the Commons by Mr. F. L. Schaffner on April 7th:

	Miles
Fort Churchill to Liverpool	3,000
Montreal to Liverpool	3,220
New York to Liverpool	3,057
Duluth *via* New York to Liverpool	4,201
Duluth *via* Hudson's Bay to Liverpool	3,728
St. Paul to Liverpool *via* New York	4,240
St. Paul to Liverpool *via* Hudson's Bay	4,096
Vancouver to Liverpool *via* Canadian Pacific Railway	5,868
Vancouver to Liverpool *via* Hudson's Bay	4,568
Saving from Vancouver to Liverpool	1,300

From	To Montreal	To Churchill	Difference
	Miles	Miles	Miles
Winnipeg	1,422	945	477
Brandon	1,555	940	615
Regina	1,780	774	1,006
Medicine Hat	2,082	1,076	1,006
Calgary	2,262	1,256	1,906
Prince Albert	1,958	717	1,241
Battleford	1,994	876	1,118
Saskatoon	1,924	806	1,118
Edmonton	2,247	1,129	1,118

Passing to the Georgian Bay project it may be said that an interim Report as to its probable cost was submitted on July 2, 1908, by certain Surveyors and Engineers of the Department of Railways and Canals—A. St. Laurent, C. R. Coutlee and S. J. Chapleau—which put the figures by the route usually discussed at $88,626,108 for locks, dams, channels, piers, lighting and damages; $8,862,892 for contingencies, engineering and administration; $2,200,000 for storage of flood waters, regulation basins, telephones, etc.—a total of $99,689,000. This route was *via* Montreal, Lake St. Louis, Ottawa, Pembroke, Mattawa, North Bay, Lake Nipissing and French River. The other route, running north of Montreal, was estimated at $93,890,000 and, in both cases, $900,000 was added for a Feeder at Summit. It was also stated that the work could be completed within ten years from inception with an average expenditure of $10,000,000 a year. A further and technical Report as to precise levelling and survey work done between 1904 and 1907 by a field-party under C. F. X. Chaloner was also published. The subject was discussed in the Commons on Jan. 27 when it was contended that this waterway 440 miles long, made up of small lakes, large and small rivers, with 27 locks, and reaching from Georgian Bay, at the mouth of the French River, to Montreal, would carry Great Lake vessels, 600 feet long or more and of 22 feet draught, from port to port in three days, or in much less time than by any other route and with much greater cargoes. Mr. H. J. Logan summarized the reasons for his support of the project as follows:

1. It will be the shortest water route to the sea.
2. It will need less canalling than any other route which is being considered to-day. According to the latest reports it will need only from 27 to 29 miles of canal work. The St. Lawrence waterway contains 71 miles of canal and in the Erie waterway there are 351 miles of canal.

3. It will be the quickest route. The Erie route takes 192 hours, the St. Lawrence 138 hours, as compared with 103 hours on that of Ottawa and Georgian Bay.

4. It would be the safest route; it would be land-locked all the way; and would be an absolutely all-Canadian route.

The discussion of this question evoked comparisons with the proposals for deepening the Welland Canal at a quarter of the cost of the greater scheme. This scheme would allow the upper lake vessels to go as far east as Kingston or Prescott. Thence to Montreal it would be a question of river navigation or barge transportation—the cheapest form of grain carriage. Senator Power and F. W. Thompson addressed the Canadian Club, Fort William, in favour of the Georgian Bay project; Hon. J. P. B. Casgrain urged it upon the attention of the Senate; a writer in an American monthly (the January *Reader*) expressed himself in these terms: "It would bring sea-going vessels to every lake port through British territory, on a line so short that out-going vessels taking it could be cleared from Montreal and on their way to the open sea before the Erie Canal barge, starting at the same time from the same place, could reach Cleveland. Montreal is as near Liverpool as is New York. The Canadian route would save all the time and charges of the Erie Canal, the breaking of bulk twice and, it would seem, could not fail to bring that revolution in favour of Canadian ports which the Bentley Report (Congress, 1892) predicts. It would seem to be able to put both the Erie Canal and New York out of business so far as the great continental commerce is concerned." Sir R. W. Perks and his associates, it may be added, still held the charter but the Government did not take any definite steps during the year except in surveys and speeches.

The development of Montreal Harbour interests continued during 1908 under the active supervision of Mr. George W. Stephens, President of the Board of Harbour Commissioners. With Mr. F. W. Cowie, C.E., he visited British and European ports and presented an exhaustive Report on the subject to his Board and the Government. The annual Report of the Commissioners for the year ending Dec. 31, 1907, shewed the tonnage of vessels arriving in port during the year as 3,620,950 compared with 1,807,892 in 1898 and a revenue of $498,661 or the largest in the history of the Port. In a pamphlet issued in May Mr. Stephens declared that the Canadian water-route from the Great Lakes *via* the St. Lawrence to Montreal was shorter by 110 miles than the route to New York; that a boat using the Canadian route could carry 72,000 more bushels of grain than by any other route; that despite these and other facts the American railways were able to carry the bulk of this business *via* Buffalo, because of inadequate terminal facilities in Canada. In 1908, however, Montreal took a step ahead and the tonnage of ships arriving up to November 1st was 1,784,-

847 or 46,788 more than in the previous year. On Oct. 3rd the Minister of Marine drove the last rivet in Montreal's new Harbour sheds which boasted a length of 1½ miles.

The Canadian Section of the International Waterways' Commission, of which George C. Gibbons, K.C., Louis Coste and W. J. Stewart were in 1908 members, with Thomas Coté as Secretary, reported to the Minister of Public Works under date of Mch. 9th. Dealing with the Chicago Drainage Canal it was stated that both Sections agreed that "the waters of Lake Michigan in the United States, the waters of Georgian Bay in Canada and the waters of Lake Superior, partly in the United States and partly in Canada, all form sources of supply to the Great Lakes system, finding their way by the St. Lawrence to the sea. All are inter-dependent, and there can be no diversion from any of them without injury to the whole system." The preservation of the levels in the Great Lakes was declared to be imperative; the whole system of waters should be a common highway for the people of both countries; the right of either should be that of user only in these waters and, subject to domestic and sanitary purposes, the use for navigation should be paramount to all others. As to Niagara and its Power use the diversion of more than 36,000 cubic feet on the Canadian side and 18,500 cubic feet on the American side would, it was believed, be injurious to the Falls.

The Quebec Bridge—an attempt under complex conditions of political, personal, Company and contract control, to build a great engineering work—was the object of much discussion during the year. On Mar. 9th Parliament received the Report of the Royal Commission appointed to inquire into the disaster of Aug. 29, 1907, by which so many lives and so many millions of money were lost. Summarized, the conclusion of the Commissioners—Henry Holgate, C.E., J. G. Kerry, C.E., and Professor John Galbraith—was that there was "no defect in material, no lack of care in construction, no deficiency of common professional knowledge on the part of all concerned, but that to errors in judgment on the part of the designing engineer of the Phœnix Bridge Co., Mr. P. L. Szlapka, and of Mr. Theodore Cooper, consulting engineer of the Quebec Bridge and Railway Co., was to be directly attributed the failure of the lower chords in the anchor-arm to sustain the enormous stress required of them." The loss of lives might have been prevented by the exercise of better judgment on the part of those in immediate charge of the work and the non-appointment of an experienced bridge engineer by the Quebec Bridge Co. was declared a serious mistake. The professional record of Mr. Cooper up to this time had been such as to warrant his appointment and the trust put in him by those concerned. According to figures given to Parliament on July 17 by Mr. Graham, Minister of Railways, in presenting a Bill taking over the whole enterprise as a Government work, the liabilities of the Bridge Company, for which the Government would be responsible, were placed at $6,500,157. On

Aug. 13th Henry E. Vautelet, C.E., of Montreal, Maurice Fitz-Maurice, C.M.G., of London, England, and Ralph Mojeski of Chicago, were appointed as a Board of expert engineers to prepare plans for a new structure.

Of miscellaneous transportation interests and questions in 1908 there were many. Messrs. H. & A. Allan secured the $100,000 Subsidy for a steamship service between Canada and France under the terms of the new Treaty which called for 18 round-trips a year; the Canadian-Mexican Line on the Pacific and Atlantic coasts was found to be a success and its subsidy of $100,000 was renewed; Sir James Mills of the Union Steamship Company, Dunedin, New Zealand, visited Canada in July and obtained a renewal of the Canada-Australasian subsidy for his Line; several new steamships such as the *Quebec* on the Richelieu and Ontario Line, the *Princess* on the C.P.R. Pacific Coast Line, the *Hesperian* on the Allan Line, the *Hamonic* in the Northern Navigation Company's Lake fleet, the *Megantic* for the White Star Line in its projected entry upon Canadian routes, were put into commission; subsidies totalling $1,735,633 for 1908-9 and $1,854,800 for 1909-10 were authorized to a variety of steamship services including, in the former year, $550,000 for a line to Great Britain, $146,000 to South Africa, and $73,000 to China and Japan.

Arising out of the constant friction caused by Federal and Provincial Governments both chartering railways and the former having the right to control all railways described by Parliament as for "the general benefit of Canada" was the conference which took place at Ottawa on Jan. 28 between Messrs. Graham and Aylesworth for the Dominion Government and Hon. J. S. Hendrie, C. H. Ritchie, K.C., James Leitch, K.C., for Ontario; the opening of the Hamilton and Brantford Electric Railway on May 23rd added a fourth radial line to the system of the Dominion Power and Traction Company—the others being the Hamilton, Grimsby and Beamsville, the Hamilton and Dundas, and the Hamilton Radial Railway; a conference was held in Toronto of City representatives, delegates from 17 nearby municipalities, and railway representatives, to discuss the question of a suburban service catering to 500,000 people; the Railway Commission on Nov. 2nd issued an order modifying the application of the Lord's Day Act to Railways so as to permit the unloading of grain from vessels and into cars at Ontario ports, a continuous railway service for grain, and the performance of all work necessary for the delivery of freight in transit when the Lord's Day began.

The Marconi wireless system made steady progress during the year and was opened between Liverpool and Montreal to the general public on Feb. 3rd. Mr. Marconi was in Toronto on Oct. 9th and told *The Globe* that Canadian extensions were being arranged and that, owing to the pioneer co-operation of the Dominion Government, Canada was getting half rates. At Victoria, B.C., on

July 13, the Hudson's Bay Pacific Railway Company awarded a contract for grading the first ten miles of this projected transcontinental line to Fort Churchill on Hudson's Bay; at Ottawa on Apl. 14-17 a Conference of Ministers, Western members of Parliament, representatives of the Grain Growers Associations of Manitoba, Saskatchewan and Alberta, together with leading Railway men and representatives of the Ontario Milling interests, met and discussed the relations of the farmers and the railways and, especially, the question of Government ownership of Western elevators; by an accident to the Cornwall Canal on June 22nd about a million bushels of grain had to be transferred and for some weeks much inconvenience was caused; on July 16 Mr. Louis Coste, C.E., who had been investigating the feasibility of improving the Fraser River navigation informed the Victoria *Colonist* that "the scheme is feasible but it will cost millions, one-third of which will be absorbed in temporary works to meet possible emergencies that may arise while the permanent improvements, involving dredging, are being carried out." During the year the Dominion Government did continued work upon the Trent Valley Canal which had already cost $5,000,000 and which promised at the current rate of construction to be completed in five years; on Nov. 27th, for a time, the great Chaudière Falls and the River itself very nearly dried up and caused much inconvenience to Ottawa industries and interests while, on the same day, part of the Government pier at Sorel slipped into the Richelieu with a loss of $75,000. As to Railway accidents during the year ending Mar. 31, 1908, there were 529 persons killed—passengers, employees and others—and 1,309 injured; as compared with 460 and 803, respectively, in 1907. The Grand Trunk and Canadian Pacific were sued in January for criminal negligence in not having a night watchman at the Bay Street crossing in Toronto and on Jan. 17th were found guilty and fined. According to the Winnipeg *Telegram* of Apl. 1 the construction of 100 miles of the National Transcontinental Railway in the Kenora district had cost 50 lives during the preceding twelve months. The chief Transportation statistics of Canada in respect to Railways, Canals, Shipping, etc., compiled from official sources, will be of value at this point:

STEAM RAILWAYS, JUNE 30, 1908.

Miles in Operation	22,966
Total Dominion Aid	$133,049,376
Total Provincial Aid	$ 35,191,414
Total Municipal Aid	$ 17,430,945
Government Cost of Intercolonial	$ 95,273,778
Government Outlay on Transcontinental	$ 30,250,190
Dominion Guarantees for Construction	$ 58,920,551
Dominion Land Subsidies (acres)	31,864,074
Passengers Carried (number)	34,044,992
Tons of Freight Hauled	63,071,167
(1) Agricultural Products	9,396,967
(2) Animals and Products	2,472,359
(3) Product of Mines	22,636,227
(4) Product of Forests	12,912,226
(5) Manufactures	6,655,719
(6) Merchandise	2,008,267
(7) Miscellaneous	6,938,135
Gross Earnings	$146,918,313
Operating Expenses	$107,304,142
Net Earnings	$ 39,614,171
Equipment—Locomotives	3,872
Equipment—Freight Cars	115,709
Equipment—Passenger Cars	4,026
Train Mileage	78,637,526
Fuel Consumed (tons)	5,970,791
Officials and other Employees	106,404
Wages Paid	$ 60,376,607
Taxes Paid	$ 1,309,399
Railway Expenditure of year	$ 35,495,196

ELECTRIC RAILWAYS, JUNE 30, 1908.

Total Paid-up Capital	$87,903,231	Number of Employees	19,908
Floating Debts	$ 5,363,319	Passengers Carried	299,099,309
Gross Earnings	$14,007,049	Tons of Freight Carried	732,475
Operating Expenses	$ 8,695,879	Mileage	992
Net Earnings	$ 5,311,169	Total Car Mileage	56,964,881
Total Pay List	$ 5,757,578		

CANALS AND WATERWAYS.

	Dec. 31, 1907.	Dec. 31, 1908.
Canadian Water-borne Traffic (tons)	20,543,639	17,502,820
Freight from and to Canadian Ports (tons)	4,196,891	4,320,668
Freight from Canadian to United States Ports (tons)	1,117,830	839,457
Freight from United States to United States Ports (tons)	13,052,837	9,923,176
Freight from United States to Canadian Ports (tons)	2,176,081	2,419,519
Cost of Construction and Enlargement	$91,734,718	$93,442,874
Grain passing down the Welland to Montreal (tons)	635,573	756,141
Freight passing through St. Lawrence Canals (tons)	2,100,466	2,009,102
Freight passing through the Welland Canal (tons)	1,614,132	1,703,453

SHIPPING STATISTICS.

Dominion Registered Vessels	Dec. 31, 1907	7,528
Tonnage of Vessels	" "	698,688
Number of Canadian Vessels trading in Inland Waters	June 30, 1908	9,035
Tonnage of Canadian Vessels trading in Inland Waters	" "	4,453,306
Vessels entering Inwards and Outwards	" "	39,575,031
Tonnage of Vessels in Coasting Trade	" "	50,529,835
Tonnage of Vessels Built in Canada	" "	49,928

It was expected that during 1908 much Railway construction would be carried out and there were calculations freely made that $50,000,000 would be spent during the year in the West alone. As a matter of fact at the close of the year there were 4,800 miles under construction with a heavy expenditure for terminals and equipment. The actual construction during the calendar year was variously estimated from the Minister of Railways' 1,300 miles to the 2,000 of the Winnipeg *Free Press* and Toronto *Globe*. New towns were springing up everywhere and, on the Canadian Northern, it was estimated that in April there were 125 in process of growth, on the Canadian Pacific about 50 more, and on the Grand Trunk Pacific about 150. Despite this progress, however, it was not altogether a satisfactory year for the Railways. The financial depression caused a slackening of the summer travel and had its influence on freight conditions. There was a reduction in the gross and net earnings of the Canadian Pacific Railway and the Grand Trunk Railway from the returns of 1907 though comparison with the year before remained favourable. The Canadian Northern was fortunate in running ahead of both 1906 and 1907 in its earnings.

The Government Railways more or less marked time. The Intercolonial, though adding steadily to its capital expenditure, shewed in the fiscal year 1908, as in 1907, a surplus of expenses over receipts. On Mch. 31, 1908, the total cost to Canada of this Railway had been $87,127,431 of which amount $4,382,494 had been added in the fiscal year; during which, also, the gross earnings had been $9,173,558, the working expenses $9,157,435, the number of passengers carried 2,789,371, and the tonnage of freight 4,134,046. In Parliament, on Feb. 3rd, Mr. H. R. Emmerson made a strong appeal along the lines of the following Resolution: "It is desirable in furtherance of the transportation interests of

this Dominion that the sphere of influence of the Intercolonial Railway, as a government-operated railway, should be widened and extended, by securing by lease, or otherwise, such of the branch lines of railway now connecting with the Intercolonial, as will serve as direct and profitable feeders to the traffic of said Railway, and by providing for the extension of the Government operation of said Railway to the industrial centres of Western Canada and to a point or points on the Great Lakes of Canada, either by the construction of an extension to the same points, or by securing such running rights over existing lines thereto as will enable the Intercolonial Railway to extend its transportation facilities westwardly, with a view to stimulating and promoting internal and inter-provincial traffic, and facilitating the import and export trade of the Dominion through Canadian channels." In Quebec there were four of these subsidiary roads 681 miles in length, in New Brunswick 9 roads of 461 miles in length and in Nova Scotia 9 roads 850 miles long, costing altogether in Dominion, Provincial and Municipal aid about $17,000,000. The motion was accepted by the House.

On Mch. 5th Mr. Graham, Minister of Railways, made the annual statement as to Intercolonial and other Railway conditions. For the year ending June 30, 1907, the gross earnings were $8,599,119 and the gross expenses $8,202,064. The number of employees was 8,291; 63 per cent. of these were members of Labour Unions; the length of the road was 1,448 miles, the average cost per mile, including equipment, was $57,112. The Minister in his speech hinted at the placing of the Intercolonial Railway under control of an expert Manager or Commissioner responsible only to Parliament. On Mch. 27 the Nova Scotia Legislature unanimously asked the Dominion Government to add the smaller railways in Nova Scotia as feeders to the Intercolonial and on May 28 the Dominion Premier and Mr. Graham received a Nova Scotia deputation requesting further development and improvements in the Intercolonial Railway from Moncton to the sea-board—especially to Halifax and St. John. Meanwhile the usual controversies centred in and around this Railway—the question of public ownership in a general sense; the alleged partisan management of the Railway and the supposed desire of the Canadian Pacific to obtain control; the proposal to place it in charge of a Commission of independent experts and the leasing of the Line to a private syndicate. As to all this Hon. G. P. Graham said in the press on Dec. 21: "The road is now being well managed by our present staff of officials. Various proposals have been made in many quarters from time to time involving either the leasing of the Intercolonial to a private Company or turning it over to a Commission to operate. I am open to conviction as to any improvement that might be suggested, but as yet I am not prepared to recommend to the Government the adoption of any

definite new line of policy." Another Government line, leased to a private company, was the Windsor Railway in New Brunswick. Its gross earnings in 1907-8 were only $56,430, its net earnings $18,518, and its length 32 miles. The Prince Edward Island Railway, also a Government line, had cost $7,697,761; its gross earnings in 1907-8 were $304,579 and working expenses $399,947; its passengers numbered 317,828 and its freight tonnage was 97,250; its length was 261 miles.

The National Transcontinental Railway

Construction and continued general progress marked the record of this combined Government and Grand Trunk project during 1908. The relations between the Government and Company were so close and complicated that in the popular mind they were interchangeable—as was the official name and the other name of Grand Trunk Pacific which properly belonged only to the Western division. The Eastern division between Moncton, Quebec, and Winnipeg was being constructed by the Government under a Board of four Commissioners and, thereafter, was to be leased to the Grand Trunk Pacific Company for a period of 50 years at a rental of 3 per cent. upon the cost of construction—with the first seven years free of rent. The same Company was to construct, operate and maintain the Western division running from Winnipeg to Prince Rupert on the Pacific Coast; to equip both parts of the Railway with rolling stock, etc., at a preliminary expenditure of $20,000,000; to have the principal and interest of an issue of bonds sufficient in amount to pay 75 per cent. of the cost of Western construction guaranteed by the Government.

By Mar. 31, 1908, the surveys and final location of practically the entire Eastern division were completed with a total length between Moncton and Winnipeg of 1,804 miles; contracts for construction had been let totalling 373 miles in addition to the 852 miles let in the preceding year while contracts for steel rails and fastening ties and bridge super-structures had also been awarded; the expenditures had totalled $18,910,449 in the fiscal year and the entire expenditures up to Mch. 31, 1908, were $27,057,944. On the Western division at that date the location plans and profiles had been approved for 916 miles on the Prairie section—from Winnipeg to a point called Wolfe Creek, 123 miles west of Edmonton; also to a point 169 miles westerly from Wolfe Creek and to another point 50 miles east from Prince Rupert; the grading and bridging on the 916 miles of the Prairie section and on 100 miles of the Mountain section were under contract; from Winnipeg to a point near the North Saskatchewan Bridge 660 miles were practically completed and the Bridges (steel super-structures on concrete piers) over the South Saskatchewan River, over the Assiniboine River near Portage la Prairie and at St. Lazare, over the Battle River and the North Saskatchewan, were either completed or nearing completion; station buildings had been erected

at Portage la Prairie and Nokomis, and were being built at Rivers and Melville—two divisional points—while 55 miles of wire fencing and 271 miles of telegraph had been constructed. According to figures submitted to the Commons by Hon. G. P. Graham on Apl. 13, there were 1,228 miles then under contract at $44,389,293 and 576 miles still to be let at an estimated cost of $19,030,173.

The national liability and final cost of this undertaking made up one of the topics of the year. As the Government was guarantor for the bonds of the Western division it was usual to calculate the two in one and, on the Conservative side of Parliament at least, make a rather formidable total. In the Commons on July 7 Mr. Graham, Minister of Railways, stated that on the Eastern division from Moncton to Winnipeg the average cost for its 1,804 miles of length would be $63,427 per mile or a total of $114,393,765 and would include "the cost of terminal yards, station-houses, engine houses, turn-tables, water tanks and all buildings and structures necessary for the effective operation of the road; but would not include terminals at Winnipeg (in regard to which an agreement between the Grand Trunk Pacific Railway, the Canadian Northern Railway and the Commission was ratified by Act of Parliament during the Session of 1907-8) or shops east of Winnipeg, or terminals at Quebec, or connection therewith." The cost of terminals at Quebec was additionally estimated at $2,000,000 and of shops east of Winnipeg at $1,500,000. The Minister also stated the estimated cost of the Grand Trunk Pacific, or Western division, at $61,520,000, including $3,000,000 for the Prince Rupert terminals. The Government's liability for the Quebec Bridge was placed at $6,678,200; no estimate had been made as yet regarding the new structure. Mr. R. L. Borden followed and analyzed the proposal and probable expenditures and liabilities of the whole enterprise as follows:

Total Cash expenditure and interest in respect to Eastern division	$124,403,219
To this must be added 7 years' interest at 3 per cent. (not compounded) after completion and during which G.T.P. is to pay no rent	26,124,676
Also interest at 3 per cent. for 3 years additional during which no rent is collectible unless earnings are sufficient	11,196,290
Cost of Quebec Bridge (old and new)	14,422,238
Interest to be paid by Government, without recourse, on Mountain Section	11,304,300
Cost of terminals at Moncton, Quebec and Winnipeg, including shops east of Winnipeg	5,470,000
Total Cash Expenditure	$192,920,723
In addition to the above cash expenditure the Government incurs the obligations on its guarantee of—	
(1) Bond issue on Mountain Section	$46,140,000
(2) Bond issue on Prairie Section	11,908,000
Total Guarantee Liability	$58,048,000
Grand Total	$250,968,723

Mr. Graham replied on July 11th, stating that if conditions in the labour market remained as at present the Railway would be completed on Dec. 1, 1911 and then, in turn, analyzed Mr. Borden's figures. He started off by accepting the $114,000,000 in round figures from Moncton to Winnipeg and the interest of $10,000,000; the item for interest of $26,000,000 was, he pointed out, not payable until 1918 and that for $11,000,000 should be excluded because it assumed that the Railway would not pay its way; the Quebec Bridge item, he stated, had never formed, and did not now form, a part of the Transcontinental project in either estimate or cost but was simply a link for all railways doing business *via* Quebec; deducted for various reasons the cost of terminals at Moncton and Winnipeg totalling about $2,000,000; refused to include the $58,000,000 of guarantees for the Western division as a matter of national cost; and claimed to have reduced Mr. Borden's estimate of cost or liability by $97,048,000. The latter returned to the charge and declared that the items actually admitted by the Minister totalled $166,423,045 while renewing his claim that the guarantees in question were a public liability. Mr. Fielding, Minister of Finance, would only accept interest charges of $38,769,126 as Canada's actual payment for the construction of this great Railway.

The Grand Trunk Pacific, or Western part of the Railway, issued £1,000,000 of 4 per cent. bonds on Feb. 26th which was over-subscribed in London; a few days later its issue of £2,000,000 was only partially taken up at the moment. Eventually, however, Mr. C. M. Hays, President of the Railway, returned to Montreal on April 3rd with the $15,000,000 at credit of his Company and with most optimistic expressions as to the future. Under the terms of an Act passed in Parliament, during its 1908 Session, the Company was given special power to pledge its Government-guaranteed bonds with a Bank and thus raise money temporarily whenever the money market was not in a satisfactory condition for a regular issue of bonds. The growth, construction and settlement of Prince Rupert on the northern Pacific coast of British Columbia was an interesting event of the year. The settlement of matters at issue between the Company and the Provincial Government and the final division of the water-front; the turning of the first sod on May 7th of the Pacific coast end of the Grand Trunk Pacific and the continued letting of contracts and preliminary construction work; the employment of every organized method and device to build this place as a model city; the fact of its splendid harbour which was classed by Mr. Hays with that of Sydney, Australia; were elements in a development which promised to be very conspicuous. The Prince Rupert *Empire* of June 27th described the place as having 500 population and 500 more men working in the near vicinity on railway construction. "Prince Rupert is the largest town in America that is

simply a railway construction camp, built on an unsurveyed townsite. It has stores, hotels, restaurants, churches, a bank, a school, a custom-house, a post office, electric light, water, sewers, doctors, a newspaper; but no town lots, no saloons, no lawyers and no disturbances."

Incidents in the 1908 record of the Transcontinental Railway were many and the chief ones must be mentioned here. Montreal interests of many kinds continued to press for direct and speedy connection with the coming Railway and, at a representative meeting of the Board of Trade on Mch. 23rd, it was decided upon motion of A. A. Ayer, President of the Montreal Produce Merchants Association, and Robert Reford, to memorialize the Dominion Government accordingly. It was declared that "the construction of the branch Line will greatly benefit the business community of Montreal and the neighbouring district, and will further develop an immense tract of valuable territory between the main line of the National Transcontinental Railway and the northern part of the Montreal district." The fatalities in the construction of the road caused a discussion in Parliament on Apl. 13th and considerable comment—notably the statement of the Winnipeg *Telegram* that, from Mch. 27th, 1907, to Mch. 31, 1908, fifty lives had been lost by accidents; an explosion near Winnipeg Crossing on June 11 resulted in 9 men being killed and in another, 24 miles north of Ingolf, in the same district, on Nov. 3rd, 7 men were killed and four badly wounded. During the year J. E. Dalrymple was appointed Chief Freight Officer of the Railway in the West; Peter Lyall and Sons of Montreal were given the contract for constructing the Union Depot at Winnipeg; W. G. Brownlee was appointed Assistant General-Manager to Mr. F. W. Morse; W. E. Davis became Passenger Traffic Manager, G. T. Bell General Passenger Agent, and J. G. Quick General Baggage Agent.

Everywhere towns and villages grew up along the Western portion of the Line. Radiating from Portage la Prairie, Rivers, Melville, Watrous and Biggar—new divisional points on the Railway—64 places were named and, in differing degrees, established on the way to development and success in 1908. Rivers in Manitoba and Melville in Saskatchewan made special and astonishing progress. To the Winnipeg press on Oct. 29th Mr. Cy Warman, after a trip over the road, made some comments in this connection: "Four facts ought to be stated with the greatest clearness as to the Grand Trunk Pacific," he said. "In the first place there is the splendid condition of the Line. It is in better condition to-day than some lines which have been in constant use for the past ten years. The second thing is the remarkable growth of the new towns. A better class of buildings are being put up in these towns than were ever before erected in any new towns in the Dominion. In the third place there is the remarkably heavy traffic which the

Company is already carrying, both in freight and in passengers. The remaining thing which is to be said is that the sale of lots in the Grand Trunk Pacific towns has far exceeded the expectations of the Land department of the Company." A little later, on Nov. 30, Mr. C. M. Hays told the Montreal *Star* that trains were then running regularly 660 miles west of Winnipeg. "At our Pacific terminal, Prince Rupert, from which I returned this week, good progress is being made with the grading of the first 100 miles east and I see no reason to doubt that by the Autumn of 1911 our first train will pass through the country from the Atlantic to the Pacific." About the same time Mr. Dalrymple stated that the Company then owned 6,000 freight cars, 90 locomotives and various other important items of rolling-stock. The Lake Superior branch of the Line was in running order at the close of the year while official figures issued at that time shewed 45 miles of steel laid during 1908 in Manitoba, 262 miles in Saskatchewan, 53 miles in Alberta, 89 miles in Ontario—a total of 449 miles in this year with 416 miles of prior construction.

The Grand Trunk Railway in 1908

Apart from the Grand Trunk Pacific, with which its connection in finance, management and construction was so close as to almost make them one and the same, this great system had a capitalization on its main and subsidiary lines of $354,562,047. With 5,437 miles under operation and more than 1,000 of this double-tracked; with the operation of steamer lines on the Great Lakes between Midland, Depot Harbour and Fort William, Milwaukee and Chicago, and of large car-ferry steamers on parts of Lake Ontario and Lake Michigan; carrying in 1907, of the total freight handled in Canada, 27 per cent. and, of all passengers carried by all railways, 33 per cent.; with an equipment in Canada which, on June 30, 1908, included 962 locomotives, 916 passenger cars, 31,628 freight cars having an aggregate capacity of 888,780 tons, and 34,603 cars in the Company's own service; the Grand Trunk Railway certainly had large interests and a position which was of great import to Canada's progress. Statistically its two half-yearly Reports shewed the following facts in connection with the calendar year 1908:

Particulars.	Half-Year ending June 30, 1908.	Half-Year ending December 31, 1908.	Calendar Year 1908.
Gross Receipts	£2,919,192	£3,382,841	£6,302,033
Working Expenses	2,137,287	2,422,413	4,559,700
Net Traffic Receipts	781,904	960,427	1,742,331
Net Revenue Receipts	905,671	1,094,312	1,999,983
Net Revenue charges	725,176	652,860	1,378,036
Surplus	180,494	441,452	621,946
Half-yearly Dividends	185,622	430,851	616,473
Receipts from Passengers	841,503	1,072,408	1,913,911
Number of Passengers carried	4,800,036	6,017,560	10,817,596
Receipts from Freight	1,854,408	2,046,367	3,900,775
Tons of Freight carried	7,223,000	8,086,716	15,309,716
Cost of Maintenance of Way and Structure	246,575	568,395	814,970

Particulars.	Half-Year ending June 30, 1908.	Half-Year ending December 31, 1908.	Calendar Year 1908.
Maintenance of Equipment	£ 387,520	£ 414,450	£ 801,970
Conducting Transportation	1,368,954	1,286,819	2,655,773
General Expenses and Taxes	134,239	152,750	286,989
Train mileage	9,460,756	9,793,226	19,253,982
Expenditure on Capital Account	232,279	105,786	338,065
Gross Receipts—Canada Atlantic Railway	164,855	207,662	372,517
Working Expenses	171,644	187,939	359,583
Gross Receipts of Grand Trunk Western Railway	513,739	587,541	1,101,280
Working Expenses	477,806	464,031	941,837
Gross Receipts — Detroit, Grand Haven & Milwaukee	143,637	186,803	330,440
Working Expenses	151,709	145,831	297,540

The first part of the year reflected the general depression and diminution in returns of nearly all continental Railways. Financial troubles of a general kind and specific ones resulting from an "exceptionally bad harvest" were the reasons given by President, Sir Charles Rivers-Wilson, at the half-yearly meeting on Apl. 9th. There was some criticism of the management at this meeting and Mr. James Fairbairn of London urged the appointment of a Committee, or Advisory Board, at Montreal, to run the Railway, with the contention that no business could be managed effectively at a distance of 3,000 miles. Sir Charles declared this proposal to be "insane." Prior to 1862, he said, they had had a taste of management or mis-management, by a Board in Canada, and as a result the Company had been plunged into financial straits. "The announcement that another such Board was to be formed would prove a deadly blow to the credit of the Company." As with other railways business had been reduced without a corresponding reduction in expenses being possible, earnings had decreased while wages had increased, and the cost of fuel and supplies had certainly not gone down.

At the succeeding half-yearly meeting (Oct. 8) the President still had decreased returns to report. But there was a good side to his statement. "In the last half-year the management have been able to effect savings amounting to £350,000. This has not been done without great effort and much anxiety and I think the shareholders will appreciate the work which has been done by the General Manager and his officers to meet the emergency. If we have been able to effect these large savings during this period of depression without in any way impairing the efficiency of the service it has been owing to the large expenditure which had been incurred during the good times for putting the property into a thoroughly sound condition—an expenditure at which some of our shareholders have indulged in an occasional grumble, but of which we were convinced when making it that we should feel the advantage whenever business became bad and traffic fell off, and this is what has actually happened." The cloud of depression was, however,

lifting and there were, he thought, plentiful indications of better times.

Incidents of the year included the settlement in January of the Grand Trunk's dispute with its Telegraph operators; in June an apparently final settlement between the Company and the City of Ottawa, for the construction of a $1,000,000 hotel and a $500,000 station, was made in the form of a contract amending the original agreement of November, 1907; the Company led in the Railways' protests against the restrictions placed upon Sunday labour, of an alleged imperative character, by the Lord's Day Act and obtained a considerable modification in details; in Toronto a prominent part was taken by the Grand Trunk in the long-standing question as to a viaduct or some other system of safe-guarding the public passage across the Railway tracks; to an Ottawa Trades and Labour request that the Company include a fair-wage clause in the contract for a local hotel and station Mr. Hays replied that it was impossible and would establish a most undesirable precedent. An interesting preliminary step was taken in the electrification of steam railways by the completion of work along this line in the St. Clair Tunnel on Nov. 12, when the Grand Trunk Railway took over an electrical system which had been completed by the Westinghouse Company. Appointments during the year included C. A. Hayes, as General Freight Agent, A. E. Rosevear as Assistant General Freight Agent; M. M. Reynolds as 5th Vice-President in charge of financial matters and the accounting department; Edward Arnold as Freight Claims Agent and B. A. Neisser as Freight Claims Auditor; E. W. Smith as Superintendent of Parlour and Dining Car Service; L. J. Ferritor as General Superintendent of Transportation; Fred C. Salter as European Traffic Manager with headquarters at Liverpool. As to general conditions the Grand Trunk Company issued during the year an elaborate pamphlet or study of its progress between 1896 and 1907. It was both exhaustive and effective and the following tabular statement is compiled from a mass of varied figures:

Loan Capital increased from $122,595,584 to $137,526,397 or 12 per cent.
Share Capital increased from $198,627,324 to $215,741,609 or 8 per cent.
Dividends paid increased from nothing to..... $4,100,139
Double track mileage increased from 425 to..... 1,034 miles
Additional single mileage (chiefly Canada Atlantic Railway), 470 miles.
Cost of new rails put into the road-bed in 12 years was.....$12,737,215
Cost of new buildings, including 170 stations, in the 12 years... $2,810,757
Expenditures on Bridges between 1896 and 1907 totalled $7,712,072
Twelve years' expenditure on new equipment totalled $20,613,710
The pay-roll of the System was $9,969,717 in 1898 and in 1907..$18,274,427
Amounts available for dividends in the 12 years totalled $29,812,216
Amounts available in the preceding 12 years—1884 to 1895 were $8,650,160
Charged to Capital in 1896-1907 for improvements $17,677,927
Fixed charges increased in the 12 years, $535,265 or only 5 per cent.
Gross earnings in 1896 were $22,631,488 and in 1907 .....$45,020,526
Net earnings increased in the 12 years from $5,708,946 to.....$10,600,461
Carrying capacity grew from a tonnage of 9,582,677 in 1897 to.. 20,305,275
Passengers carried increased in number from 8,095,950 to..... 13,854,883

Progress of the Canadian Northern Railway

On June 30, 1908, the miles of railway owned, or leased, and operated by the Canadian Northern Railway Company totalled 2,894, of which 353 miles were in Ontario, 1,427 in Manitoba and 856 in Saskatchewan, 214 in Alberta and 43 in the State of Minnesota. At the close of 1908 the total was over 3,100. The mileage in 1903 had not exceeded 1,200. In its quiet, steady progress across the continent under the financial initiation of William Mackenzie, the constructive skill of D. D. Mann, and the administrative capacity of D. B. Hanna, this undertaking continued its really remarkable course during 1908. As a matter of fact the above total mileage did not represent all the Mackenzie and Mann railway interests or affiliated railways—including the Canadian Northern Ontario Railway, 298 miles; the Canadian Northern Quebec Railway, 262 miles; the Quebec and Lake St. John Railway, 285 miles; the Halifax and South Western Railway, 370 miles; the Inverness Railway in Nova Scotia, 61 miles. Speaking to the Winnipeg press on Apl. 10 Mr. Hanna made the following statement: "We have now 5,400 miles of railway in the east and west, all of which has been constructed or acquired by Messrs. Mackenzie and Mann within the past nine years. In Western Canada this Company has placed on the map by the construction of these railway lines no fewer than 140 towns. This fact is most interesting as an evidence of the development of the country, and it is also important from a commercial standpoint, as at all these towns more or less trade is carried on. This year the Company will have a line in operation between Ottawa and Quebec and next year it is not improbable that a line will be under construction from Ottawa to Toronto. This will give us an independent route from Western Canada to tidewater shipping, during the season of Lake navigation, and will form a link in the Company's contemplated line from the Pacific to the Atlantic."

On July 3rd the new line of the Canadian Northern Ontario Railway between Parry Sound and Sudbury was opened for general business and it completed the first link of connection between Toronto and this transcontinental chain of gradual construction. Besides the Toronto-Sudbury link the Canadian Northern Ontario, which had lately been aided with further guarantees by the Ontario Government, had at this time nearly completed its branch line to the great iron-ore deposits of Moose Mountain and to Key Harbour on Georgian Bay from which the product of these mines was to be shipped to the smelters. As to Western extensions Mr. Mackenzie in an interview, quoted by the Winnipeg *Free Press* of July 27th stated that: "The Goose Lake extension will run from Saskatoon to Calgary, and we will have from 50 to 75 miles of track laid this autumn. The line was originally projected to Goose Lake, but it runs through an unequalled country of rich pro-

ductivity and the extension to Calgary was rendered imperative. Then there is the Brandon and Regina line that is almost completed and we expect to be in Regina this year. In all probability we shall continue the line through to Calgary which will make quite a difference in the mileage between that point and Winnipeg. Another extension to be built shortly is that from Prince Albert to Battleford, along the north bank of the Saskatchewan River, a distance of 132 miles. Then there is also some work to be done on the Thunder Hill line, running through or near Fort Pelly and westerly between the main line of the Canadian Northern and Dauphin to the Prince Albert line. There is also the extension of the Rossburn line from the Manitoba boundary to a point west somewhere north of Yorkton. We have, too, the Edmonton, Yukon and Pacific which will run 150 miles westerly from Edmonton to the head waters of the Brazeau and McLeod Rivers where there are very valuable coal deposits of high steam-producing quality, recently discovered."

During the Parliamentary Session a measure dealing with the Canadian Northern's request for the authorization and bond guarantees of a number of new Western lines or branches and for the increase of its capital stock from $37,000,000 to $50,000,000 was passed. Under its terms the Government undertook to guarantee the Company's bonds or securities at the rate of $13,000 per mile for the construction of lines of railway from (1) Regina to the westerly boundary of Manitoba, not exceeding 152 miles in length; (2) Saskatoon to Calgary, 175 miles; (3) Prince Albert to or near Battleford, 132 miles; (4) from Thunder Hill near the westerly boundary of Manitoba toward Rosthern, 100 miles; (5) the Rossburn line on the western boundary of Manitoba in a north-westerly direction, 50 miles. With this start of nearly $8,000,000 guarantee for new Western lines; with the expectation expressed by Mr. Hanna in July of an ability to carry 24,000,000 bushels of the coming grain-crop of the West; with 1,100 new cars added to those used in the past season and 90 new locomotives supplied since then by Canadian foundries; with net earnings increasing at a time when all the large railways of the continent were suffering decreases in traffic receipts; with a recognized feature of very light fixed charges and other elements of success in its race for a good share of the coming product of the regions of the farthest West; the Canadian Northern Directors had some reasons for optimism at their annual meeting on Sept. 24, 1908. The chief figures contained in the Report presented on that occasion, were as follows:

ASSETS.	
To Cost of Railway and Equipment..	$85,732,583
Acquired Securities (Cost).....	5,733,673
Advances to other Companies....	891,100
Material, Supplies and Balances due from Agents, etc.	906,543
Deferred Payments and Cash in Hand re Land Sales	11,073,498
Advances to Lines under Construction and Terminals at Winnipeg	1,979,044
Instalments Receivable (Debenture Stock)	1,154,958
Cash on Hand	1,501,933
	$108,973,332

LIABILITIES.	
By Capital Stock	$30,750,000
Bonds and Stock (Guaranteed by Government)	26,647,730
Four per cent. Debenture Stock	24,054,716
Land Grant Bonds and Car Trust Obligations	11,628,790
Current Liabilities.....	1,695,472
Coupons, Warrants and Accrued Interest.....	860,499
Land Grant and Railway Account	13,288,370
Equipment Replacement Fund..	47,755
	$108,973,332

Per Cent.	1907.	GROSS EARNINGS.	1908.	Per Cent.
17·53	$1,464,256 18	Passenger	$1,846,086 77	19·01
68·76	5,741,729 25	Freight.....	6,824,782 98	70·29
00·70	58,230 86	Mails.....	72,919 50	00·75
01·02	85,124 02	Express	107,266 21	01·10
11·99	1,000,857 77	Miscellaneous	858,407 25	08·85
100·	$8,350,198 08	Total.....	$9,709,462 71	100·

Per Cent.	1907.	OPERATING EXPENSES.	1908.	Per Cent.
23·24	$1,260,960 27	Maintenance of Way and Structures....	$1,486,030 04	22·26
19·05	1,033,368 75	Maintenance of Equipment	1,330,067 52	19·92
01·67	90,787 30	Traffic Expenses	120,283 85	01·80
52·01	2,820,781 34	Transportation Expenses.....	3,486,638 09	52·22
04·03	218,265 99	General Expenses.....	253,756 32	03·80
100·	$5,424,163 65	Total.....	$6,676,775 82	100.

Mr. Mackenzie, in his annual address, pointed out the Railway's unique position on the continent through its increase in gross earnings; described the greater acreage under cultivation in those parts of the West where they had constructed branch lines; mentioned the completion of arrangements with the Grand Trunk Pacific, the letting of contracts and the steady construction of the Fort Garry station at Winnipeg which was to be "the most spacious, convenient and substantial railway depot in Canada"—and the property of the Company with the Grand Trunk Pacific as a tenant; stated that the Brandon to Regina line was all but completed and would be shortly opened; referred to the Directors' policy of acquiring the securities and control of all important subsidiary associations connected with their system—a total of $7,417,006 to which during the year had been added the Canadian Northern Coal and Ore Dock Co., the Lake Superior Terminal Co. at Port Arthur, the St. Boniface and Western Land Co., the Edmonton and Slave Lake Railway; mentioned the guarantee as to principal and interest of the 1st mortgage bonds of the Qu'Appelle, Long Lake and Saskatchewan Railway and the fact

of its having proved a revenue-producing factor; stated that during the year 414,696 acres of the Company's lands had been sold for $3,449,758 or an average of $8.32 per acre.

During the year ending June 30, 1908, 925,798 sacks of flour, 22,456,041 bushels of wheat, 44,639 head of cattle, 206,698,000 feet of logs and timber, 197,633 cords of fire-wood and 1,133,508 tons of miscellaneous freight were carried—in each case a considerable increase over 1907. The equipment at the close of the fiscal year included 290 locomotives, 157 sleeping, dining and passenger cars, 70 baggage, mail and express cars, 8,065 freight and stock-cars, 230 miscellaneous cars, vans, etc. At Winnipeg on Nov. 9th, following this meeting, Mr. D. D. Mann stated that the receipts, so far in the season, over the Canadian Northern lines to Port Arthur were 150 per cent. in advance of the corresponding period in 1907. There was the usual talk during the year of Canadian Northern or Mackenzie and Mann acquisition of this or that Railway and including the Canada Atlantic Railway held by the Grand Trunk, the Rainy River line, the International, and the Calgary and Edmonton, which was leased temporarily by the Canadian Pacific. In December it was definitely announced that the Duluth, Rainy River and Winnipeg Railway, running 95 miles from Fort Frances, Ont., to Virginia in Minnesota, had passed under Canadian Northern control with a projected completion of the road right into Duluth, the affiliation of large lumber shipping interests, a share in the Minnesota iron-ore shipments, the provision of freight connection between Chicago and Winnipeg and the opening up of the "sportsman's paradise" around Fort Frances and its chain of lakes.

Meanwhile, on Apl. 30, the Company and the C.N.R. Mechanical Unions came to an agreement and a new schedule of wages to come into operation on May 1, 1909, was signed. The Manitoba Railway Commissioner's Report published in January stated that all payments of interest on Canadian Northern bonds, guaranteed by the Provincial Government, had been promptly met by the Company. In December the C.N.R. applied to Parliament for permission to construct a number of new branch lines in Ontario, and for extension of time on some lines previously projected. During the year F. M. Spiddell was appointed General Superintendent of the Canadian Northern Quebec Railway; A. J. Hill, General Superintendent of the Canadian Northern Ontario Railway; W. D. Barclay, General Manager of the Mackenzie & Mann lines in Nova Scotia—distinct from the Canadian Northern system; J. R. Cameron, General Superintendent of the Canadian Northern Railway with headquarters at Winnipeg; Scott Griffin, Superintendent of the Express and Telegraph services with headquarters in Toronto. Taking the year as a whole this Railway had a most successful record. Its grain shipments from Port Arthur at the close of the season totalled 12,460,346 bushels or

5,000,000 more than in 1907; the Brandon-Regina Line was completed, 80 miles of track through the rich country south-west from Saskatoon was finished and in use, steel was laid for 89 miles from the Hudson's Bay junction on the route to the famous Bay, and other Western extensions were well in hand; in the East various extensions were under way totalling over 900 miles.

A notable feature of the Western part of this progress, in 1908, as in the preceding five years, was the upbuilding and pioneer work in the development of towns and villages. Apart from the impetus given to many established centres such as Portage la Prairie, Brandon, Carman, Carberry, Regina, Saskatoon, Prince Albert, Edmonton, and Battleford, the coming of the Canadian Northern Railway actually created such places as Dauphin, Gilbert Plains, Canora, Humboldt, Vonda, Swan River, Melfort, Warman, North Battleford, Lashburn, Vermilion, Vegreville, Kipling and Rainy River. As to the public aid given this trans-continental project the Railway Department Report of June 30, 1908, put the figures as follows: Dominion subsidies $5,066,346, Ontario bonuses or subsidies, $2,422,500, and grants by municipalities $182,000. In addition to these sums there were guarantees by the Dominion, Manitoba and Ontario Governments estimated by the Toronto *Star* of Mch. 17th, at $35,000,000 and lands granted by the Dominion Government totalling 4,100,000 acres which, if valued at $4 per acre, would make another $16,000,000. Canadian public opinion on this point and at this time may fairly be stated as a feeling that the Canadian Northern promoters deserved all the aid which had been given in this way.

The Canadian Pacific Railway during 1908

This great trans-continental Railway, with its world-wide interests, took its share in the Canadian developments of 1908. Reaching as it did all the important cities and towns of Canada; extending by through trains to Boston and New York, Buffalo and Detroit, Chicago and Minneapolis, Spokane and Portland in the United States; touching the points of grandest scenery, best tourist attractiveness, favourite resorts of sportsmen; supplying special facilities for freight shipments and trans-shipments; having fast mail and passenger steamship services on the Atlantic and the Pacific, a four-week service from Vancouver to Australia, an Upper Lake service from Owen Sound to Sault Ste. Marie and Fort William, a coast service along the shores of British Columbia and Washington; with its 10,000 miles of Railway and 60 steamers and well-known chain of hotels; the Canadian Pacific Railway touched, indeed, the life and progress of the Dominion at many points.

At the close of 1907 the authority of the shareholders had been obtained for the issue of 283,200 additional shares or $28,320,000, bringing the capital stock up to $150,000,000. Other recent stock issues had been $19,500,000 in 1902, $16,900,000 in 1903 and

$20,280,000 in 1906. Of the immediate issue of $24,300,000, which was decided upon, the shareholders not only took it all up but late in February paid in nearly three times the amount of the first call of 20 per cent., and by April 21st, when the second call came, nearly $20,000,000 of the total had been paid in. It may be added that C.P.R. stockholders were said at this time to number 20,000 of whom 14,000 were in Great Britain and 3,000 in the United States. Extensive plans of construction were announced for the new year by Mr. William Whyte, in the Winnipeg press of Jan. 27th, with the statement that 518 miles of additional track had been put into operation during 1907. Speaking to the Montreal *Standard* of Feb. 1st Sir W. C. Van Horne, chairman of the C.P.R. Board of Directors, deprecated the construction of an All-Red Line. "Why should millions of dollars in subsidies be asked for in this connection? The Canadian Pacific Railway made the Pacific trade. It did not take it from any one. It had to be created. It was created, and became influential and profitable. That trade is so large that other and larger boats will have to be put on the Pacific. I am not the spokesman of the Canadian Pacific Railway, understand. There can only be one spokesman, but there is no harm in saying that the Pacific fleet will be augmented. The *Empresses* which are now on the Atlantic will be transferred to the Pacific; the boats which are now on the Pacific may be used for the Australian trade; and the Canadian Pacific will build new boats for the Atlantic which will put the other fellows to sleep. Not necessarily the fastest boats on record—but something new—entirely new; something attractive which will further popularize our own route."

Sir Thomas Shaughnessy visited London in April and much was said in the press as to this President of a system which covered 10,000 miles of railway and ocean traffic, employed 74,000 officials and paid out $3,750,000 a month in wages. To the Canadian *Gazette* on Apl. 30 Sir Thomas stated that the C.P.R. had been operating an All-Red Line for 20 years but was quite willing to negotiate with the Governments concerned in the new project for a still greater development of its facilities. The Railway was, he added, building 13 cars a day and any diminution in its traffic owing to financial depression had not yet reached the increases of the previous year. In another line of development Mr. F. T. Griffin, C.P.R. Land Commissioner at Winnipeg, stated that the Company had recently placed 51 new townsites on the market. They were situated all over the Western Provinces and Wilkie, about 80 miles west of Saskatoon, Wynyard and Outlook, all new divisional points in Saskatchewan, were specially mentioned as promising important expansion. On June 14, another new branch of the Canadian Pacific was opened to traffic when the 132 miles of line from Bala to Romford Junction came into operation at an estimated cost of $11,000,000, reduced the time between

Toronto and Winnipeg by about 8 hours and connected the former City more closely with the main line of the Railway.

On the following day Sir Thomas Shaughnessy was the guest of the Toronto Board of Trade at a banquet in honour of this event. Mr. L. H. Clarke presided and the Lieut.-Governor, Sir Mortimer Clark, Hon. Frank Cochrane, Mr. Mayor Oliver and W. F. Cockshutt also spoke. The C.P.R. President in his speech laid stress upon the history of the Railway and its share in the progress of Toronto. "The magnificent strides of Toronto and of the other cities and towns of Ontario and, indeed, of every section of Eastern Canada, are due beyond question of doubt to the opening by the Canadian Pacific of that vast empire west of Lake Superior which has brought you so much new trade and which has given so much additional occupation to your people. It is true that the opening up of the West caused something of an emigration from Ontario to the West, and a temporary falling off in the value of farm-lands, but any loss suffered in that way was a mere bagatelle compared with the enormous advantages you have gained." He referred optimistically to the agricultural development of the country, the fruit lands of British Columbia with its 17,000 acres of orchards, the growth of the West and the special importance of Canada's internal waterways.

"We must endeavour to shorten the distance between the Georgian Bay and the seaboard and improve the routes, so as to make traffic cheaper. We must amplify and improve our ocean ports so as to give cheaper handling of traffic there. We must see that our St. Lawrence navigation and the approaches to our Atlantic seaboard are made as reliable and safe as modern methods can make them. By doing this we shall be encouraging shipping to our ports and by bringing additional ships we shall be bringing what we want most—people from the various countries of Europe to occupy our vacant lands." A wise Tariff policy was essential to continued progress but the first requirement was a strong and well-thought-out Transportation policy. "Let who will build railways from the international boundary northward into the Western Provinces or westward through them if they wish. But let the men in charge of the transportation interests of Canada devote themselves to such an improvement of their properties as will enable them to carry traffic more cheaply, if possible, than it can be carried in any other country. The Canadian Pacific Railway has been doing that. Since 1902 our system has spent $36,000,000 for additions to its property." On Aug. 10 the Board of Directors met in Montreal, declared the usual dividends, and received a traffic report for the year ending June 30, which shewed results considered to be satisfactory under the conditions of the year. The following comparative statement is interesting:*

* NOTE—The 1908 figures from the Annual Report; the others compiled by *Financial Post* of Toronto, Aug. 15, 1908.

	1908.	1907.	1906.
Gross Earnings	$71,384,173	$72,217,527	$61,669,758
Working Expenses	49,591,807	46,914,218	38,696,445
Net Earnings	$21,792,366	$25,303,309	$22,973,313
Excess Net earnings of steamships	1,112,759	723,648	652,577
Income from other sources	1,541,874	1,640,831	1,316,870
Total Net Income	$24,446,999	$27,667,788	$24,942,760
Deduct Fixed charges	8,770,076	8,511,755	8,350,544
Surplus	$15,676,923	$19,156,033	$16,592,216
Less Steamship replacements	800,000	700,000	500,000
Less Pension Fund Contribution	80,000	80,000	80,000
Balance for Dividends	$14,796,923	$18,376,033	$16,012,216
Deduct—			
Preferred Dividends	1,916,406	1,736,228	1,660,133
Common Dividends	7,300,800	7,300,800	6,084,000
Surplus	$5,579,717	$9,339,005	$8,268,083

The traffic for the fiscal year shewed $19,900,432 realized from passengers who numbered 9,463,179; $44,037,597 received from freight which totalled 15,040,325 tons; and lesser sums from other sources which, with those mentioned, totalled $71,384,173. The Freight carried included 5,883,988 barrels of flour, 28,345,234 bushels of grain, 1,349,771 head of live-stock, 3,981,888 tons of manufactured goods and 5,102,116 tons of miscellaneous articles. The working expenses included $24,112,713 expended on transportation, $10,410,751 upon maintenance of way and structures, $9,358,138 upon maintenance, equipment and sundries, and made up a total of $49,591,807. The 27th annual meeting was held on Oct. 7th with Sir T. G. Shaughnessy in the chair. Authorization was asked and given for a further increase in the capital stock from $150,000,000 to $200,000,000 and the annual Report referred to the depression of the past year, the poor crops of the West in 1907 and the consequent reduction in gross and net earnings. The President stated that the new issue of stock would be partly used in a continuous increase of rolling stock and equipment and construction—the expenditure upon which during the past year had totalled $35,177,000—and intimated that, between 1902 and 1908 there had been an increase in equipment alone of 659 locomotives, 842 sleeping cars and day-coaches, and 25,190 freight cars, at a cost of $37,000,000. Retiring Directors—Sir G. A. Drummond, Sir Sandford Fleming, Wilmot D. Matthews and Robert Meighen were re-elected as was the Executive Committee composed of Sir W. C. Van Horne (Chairman), Lord Strathcona, R. B. Angus, E. B. Osler, D. McNicoll and Sir T. G. Shaughnessy. According to the Wall Street *Journal* the market value of C.P.R. stock at this time was $408,430,391, the value of its bonds $39,621,966, the value of leased lines (bonds) $50,550,000 and of equipment obligations $2,240,037, or a total

of over $500,000,000 as compared with $386,000,000 in 1905. The balance sheet of the Company as presented at the annual meeting was as follows:

ASSETS.	
Road and Equipment	$285,088,099
Steamships	17,826,983
Acquired Securities held (Cost)	57,418,369
Properties held for the Company	4,656,080
Due on Land and Town Sites Sold	14,022,666
Advances and Investments	6,023,727
Materials and Supplies	11,110,843
Station and Traffic Balances, etc.	5,576,514
Advances to Lines under Const'n	3,523,720
Cash	18,821,630
Total	$424,068,631

LIABILITIES.	
Capital Stock	$121,680,000
Subscriptions to new Common Stock	19,854,436
Preferred Stock	48,803,332
Consolidated Debenture Stock	115,657,078
Mortgage Bonds	39,621,967
Current Accounts	11,389,518
Additions and Improvements	6,489,655
Interest and Rent	1,336,002
Equipment Obligations	1,912,987
Equipment Replacement Fund	3,210,949
Profit and Loss Surplus	30,390,202
Sales of Land and Town Sites	22,401,530
Reserve Fund and for Contingencies	1,320,975
Total	$424,068,631

The Report for this period, ending June 30, 1908, referred to the decreased sale of the Company's agricultural lands at, however, the better average price of $9.54 per acre; the renewal of the contract for carrying the mails between Liverpool and Hong Kong for a period of three years at the reduced compensation of £15,000; the acquisition, at an estimated cost of $2,000,000, of the Alberta Railway and Irrigation Company line of 113 miles with certain colliery properties and 425,000 acres of land in Southern Alberta. In the matter of unsold lands, for which no figures were included in the Report, various estimates of value had been made. The selling price was steadily increasing and the area owned in the North-West totalled 8,777,825 acres at this time with 4,490,542 more acres in British Columbia; exclusive of 1,200,000 acres in the latter Province which were under dispute. According to the Toronto *Financial Post* of Sept. 19 the real value of acquired securities held in the Assets at $57,000,000 was $106,000,000. It may be added that the C.P.R. mileage in 1908 was 9,426 and, with other lines worked or under construction, was 10,306. The total equipment on June 30 was 1,399 locomotives, 1,684 passenger and other cars, and 44,692 freight and cattle cars.

Speaking to a gathering of the officials and employees of the Western lines at Winnipeg on Oct. 14th Sir T. G. Shaughnessy told them that they could now truthfully say that they were associated with the greatest transportation company which the world had ever known. "It may not be uninteresting, as we are all members of the same family, if I remind you of what we have been doing in recent years. Since 1901, that is in seven years, we have spent $125,000,000 in additions to our system, in equipment, in double tracks, improvements to grades, steamship lines and a thousand and one other works of that description—a vast sum of money—equivalent to the entire capital of the Company in stock and bonds previous to that date. Our traffic, however, has grown from $31,000,000 to $72,000,000 and with your assistance we hope to make it $80,000,000 or $85,000,000 in another

year." At Victoria, B.C., on Oct. 22nd Sir Thomas announced, during a local banquet in his honour, a reduction in C.P.R. Steamship rates to Vancouver of about 20 per cent. and, in connection with the Company's previously announced policy of putting large boats on the Pacific, and the acquisition of the Esquimalt and Nanaimo Railway, stated that "The *Empress of Britain* and the *Empress of Ireland* will probably be visitors of yours at no very distant date, and I want you to appreciate them when they come. We are engaged in extending the E. & N. to Alberni. Later a branch to Cowichan will have to be built, and probably at some date in the future a line to the north end of the Island will be constructed."

The well-known irrigated region of Canadian Pacific lands in Southern Alberta made marked progress during the year and Mr. J. S. Dennis, who was appointed in February to take full charge of these works, told the Victoria *Colonist* on Dec. 18 that: "We have east of the Rocky Mountains a solid block of excellent land, containing fully three million acres, and stretching over a distance of some 100 miles in length and fifty miles in width. We have already constructed over 1,000 miles of irrigating ditches, taking our water from the Bow River, and we intend to build, before we finish this great work, 3,400 miles of ditches, or four times the mileage that can be found in any other irrigating system upon the whole North American continent; and to abundantly irrigate 1,400,000 acres of this land." The fruitless negotiations between the Canadian Pacific and the Government for running rights over the Intercolonial was an incident of the year dating from 1907 but was not actually disposed of till 1909. The Empress Hotel at Victoria—one of the C.P.R.'s chain of first-class hostelries stretching across the continent was opened on Jan. 20 with, amongst other features, a humorous speech from George H. Ham. Of other incidents the chief was the Machinists' strike which is dealt with elsewhere. In January a circular was issued stating that on Feb. 1st: "All employees will start with a clean record beginning this date. Any exceptional service rendered will be credited to the employees' record. A weekly discipline list will be issued on each Division. This list will shew cause, extent of discipline, or action and extent of reward." A system of demerit marks was to be established and when 60 was reached over and above the merit marks scored for good service the employee would be dismissed. On May 1st a re-arrangement of wage-schedules came into effect on a lower scale, though said to be still higher than United States railways were paying, and with the announcement that individual merit and not the demands of unions would, in future, guide the rate of wages. The strike of about 8,000 men followed on Aug. 5th; it was called off by the men on Oct. 3rd.

In the Viaduct discussion at Toronto, the Canadian Pacific

Railway claimed to have spent $1,400,000 on terminals between Queen Street and Spadina Ave. in that City, large sums for right-of-way and $1,370,000 in respect to the Union Station. The Railway wanted overhead bridges rather than a Viaduct and so the interminable dispute went on. On Aug. 11 the Canadian Pacific landed a shipment of silk from Yokohama, *via* Vancouver, at New York, two days ahead of Japanese and American rival boats and lines. In this Oriental trade competition the influences of United States railway depression also helped the C.P.R. during the year. To the Fernie, B.C., sufferers from fire the Company, on Aug. 14th, sent a contribution of $10,000 and on Sept. 4 it was stated that 220 acres of land had been purchased at St. Boniface, Man., for the erection of Union Stock Yards in which the three great Railways would be interested. The chief new appointments of the year were as follows:

General Traffic Agent, London, England.....George McL. Brown.
Assistant Traffic Manager in New York.....Allan Cameron.
General Passenger Agent C.P.R. Steamships.....W. G. Annable.
Senior Assistant to the President.....Charles Drinkwater.
Secretary of the Company.....W. R. Baker.
General Manager of Eastern Section.....J. W. Leonard.
General Manager Western Section.....G. J. Bury.
Assistant to 2nd Vice-President.....F. W. Peters.
Assistant-General Traffic Manager.....W. B. Lanigan.
Treasurer of the Company.....H. E. Suckling.
General Superintendent of Eastern Division.....Charles Murphy.
Superintendent of Terminals.....J. R. Gilliland.
Trade Commissioner for Lines East of Montreal...H. P. Timmerman.
Assistant General-Passenger Agent (Western).....C. B. Foster.
District Passenger Agent at Toronto.....R. L. Thompson.
Director of the Company.....Robert Meighen.
Director of the Company.....Hon. James Dunsmuir.

X.—RELATIONS WITH THE EMPIRE

Imperial Government; Empire Problems and Discussions

In these days of growing interest and closer relationship the Governmental changes of British countries are increasingly important to the other parts of the Empire. The King is, of course, a permanent element in the entire system as he is a force in the preservation and increase of united action. In 1908 His Majesty's state visits to Copenhagen, Stockholm, and Christiania in April; his opening of the Franco-British Exhibition in London on May 26 and reception of President Fallières of France; his visit, with Queen Alexandra and a large suite, to Russia—the first of the kind in British history—and meeting with the Czar at Reval on June 8th; his conference with the German Emperor at Cronberg on Aug. 11 and with the Austrian Emperor at Ischl on the 12th; his statesmanlike Message to the Princes and Peoples of India, read by the Viceroy at Jodhpur on Nov. 2nd; were matters keenly watched by Canadians so far as the press would allow them to share in the knowledge of the issues involved and considered.

Minor matters of Royal import were the King's order that British military bands should in future play the National anthem uniformly at a tempo of 80 to 84 crochets to the minute; His Majesty's special arrangement and order for the publication of the "Life and Letters of Queen Victoria" in Canada at a low popular price; the establishment by the King of the Edward Medal to be given for courage in saving or attempting to save life in mines or quarries within the British Empire; His Majesty's cable of sympathy and regret to the sufferers by the Fernie (B.C.) fires. The Prince of Wales took part in many functions during the year, the most notable being his visit to Canada and participation in the Quebec Tercentenary. On Dec. 11 His Royal Highness was made Honorary Chieftain of War to the Six Nation Indians assembled at Brantford; about the same time the Governor-General visited the Convent of Ville Marie at Montreal and presented to that institution a beautiful embroidered banner from the Princess of Wales. A similar gift had previously been made to the University of Toronto. In April Mr. H. H. Asquith formed a new Liberal Government in succession to that of Sir H. Campbell-Bannerman. The membership of the Cabinet was as follows:

The Right Hon. Herbert Henry Asquith, P.C., M.P.

Appointed Prime Minister of Great Britain and Ireland, 1908.

Prime Minister and First Lord of Treasury	Rt. Hon. Herbert H. Asquith.
Lord President of the Council	The Marquess of Ripon.
Lord High Chancellor	Rt. Hon. Lord Loreburn.
Chancellor of the Exchequer	Rt. Hon. David Lloyd-George.
President of the Council	Rt. Hon. Lord Tweedmouth.
Secretary of State for War	Rt. Hon. R. B. Haldane.
Secretary of State for India	Rt. Hon. Viscount Morley.
Secretary of State for the Colonies	The Earl of Crewe, K.G.
Secretary of State for Home Affairs	Rt. Hon. Herbert J. Gladstone.
Secretary of State for Foreign Affairs	Rt. Hon. Sir Edward Grey, Bart.
First Lord of the Admiralty	Rt. Hon. Reginald McKenna.
President Local Government Board	Rt. Hon. John Burns.
Chancellor of the Duchy of Lancaster	Henry Fowler, Lord Wolverhampton.
President of the Board of Education	Rt. Hon. Walter Runciman.
President of the Board of Trade	Rt. Hon. Winston S, Churchill.
President of the Board of Agriculture	Rt. Hon. The Earl Carrington.
Postmaster-General	Rt. Hon. Sydney Buxton.
First Commissioner of Works	Rt. Hon. Lewis Harcourt.
Secretary for Scotland	Rt. Hon. John Sinclair.
Chief Secretary for Ireland	Rt. Hon. Augustine Birrell.

Colonel J. E. B. Seeley, D.S.O., was appointed Under Secretary for the Colonies; T. J. MacNamara, a Canadian by birth, became Parliamentary Secretary to the Admiralty; Lord Crewe was Liberal Leader in the House of Lords. The new Colonial Secretary, formerly known as Lord Houghton, had been in the preceding Government and was at one time Lord Lieutenant of Ireland. During the year Lord Tweedmouth resigned and was succeeded by Lord Wolverhampton, while Lord Fitzmaurice replaced the latter. Lord Ripon also retired and his place was filled by the Earl of Crewe who also retained the Colonial Secretaryship. Other events of Empire importance included Mr. Haldane's effort and scheme for the organization of a Territorial Army for striking purposes and for defence of the Overseas Dominions and Possessions, in co-operation with the Navy, in which he was eventually successful; Mr. Winston Churchill's defeat in Manchester by a Unionist and Tariff Reformer with his subsequent election in Dundee; the new British Patent Law looking to the enforced manufacture in Britain of inventions patented in that country; Mr. Asquith's statement at Leeds on Oct. 10 that the Army and Navy expenditures for the current fiscal year shewed a reduction of £5,632,000 ($28,160,000); the calling of an International Opium Commission under the initiative of the British Government at which its Delegates were Sir Cecil Clementi Smith, Sir Alexander Hosie, W. L. Mackenzie King, C.M.G. (Canada), J. Bennett Brunyate, I.C.S., and R. Laidlaw, M.P.

The rejection of the Licensing Bill by the House of Lords took place on Nov. 27 with a vote of 272 to 96 while the Report of a Select Committee of that House headed by Lord Rosebery, and issued on Dec. 4th, advised adoption of the following policy: A reduction in the number of legislative peers; acceptance of the

principle of election; acceptance of the principle of qualification; abolition of the privilege of legislation being attached to heredity; an enquiry from the Oversea States as to the desirability of including representatives from them in the Chamber. So far as this latter clause was discussed in Canada the opinion was not strongly favourable except in the tentative and gradual style of such creations as that of Lord Strathcona. Toward the close of the year there was a clear and expressive tone of alarm in public speeches as to the increasing and aggressive strength of German naval and military power—Lord Rosebery, Lord Roberts, Mr. George Wyndham and Mr. W. H. Long being unusually explicit. Another matter was the growth of disaffection in India and Lord Morley's scheme for reform in the administration of that Empire—including an increase of governing strength to the native element. The British obituary of Canadian interest included Sir Henry Campbell-Bannerman on Apl. 22; General Sir Redvers Buller on June 2nd; Sir Henry Tyler, for many years President of the Grand Trunk Railway, on Jan. 30; the Duke of Devonshire on Mch. 24; Colonel Sir Charles E. Howard Vincent, K.C.M.G., C.B., M.P., on Apl. 7; the 16th Earl of Derby, K.G., known in Dominion history as Lord Stanley of Preston, on June 14; Lord Sackville, a one-time noted British Minister at Washington, on Sept. 3rd.

Some minor incidents of the year were Lord Mount Stephen's gift of $650,000 to the King's Hospital Fund—part of an estimated amount of charitable gifts by him totalling $12,000,000 in recent years; the winning of various scholarships and prizes by Chester Martin, St. John's first Rhodes scholar at Oxford; the appointment of Dr. J. G. Rutherford, Veterinary Director-General, Canada, as an Honorary Associate of the Royal College of Veterinary Surgeons; the retirement from the Army of Lieut.-General Sir E. T. H. Hutton after 40 years' service; the offer by the Imperial authorities to Brigadier-General W. D. Otter, C.B., A.D.C., of the command of the 5th Infantry Brigade at Aldershot and his inability to accept; the election of Professor J. J. Thomson, F.R.S., Cambridge (afterwards knighted) as President of the British Association for the Advancement of Science in its 1909 meeting at Winnipeg; the promotion of Captain Charles E. Kingsmill, R.N., to be Rear-Admiral, his retirement from the Navy, and appointment to command the Canadian Marine Service; the grant of an Hon. degree of Ph.D. by the University of Liverpool to Prof. J. L. Todd of McGill University; the promotion of Lieut. C. Weldon McLean of St. John, N.B., to the rank of Captain in the Royal Horse Artillery serving in India; the election of Mr. J. S. H. Matson of Victoria as a Fellow of the Royal Geographical Society. The following Honours (in addition to those of the Tercentenary) were bestowed by the King upon Canadians during 1908:

June 26....Sir Charles Fitzpatrick, Chief Justice of Canada.....P.C.
June 26....Hon. Henry T. Taschereau, Chief Justice of the King's Bench in Quebec .....Knight.
June 26....Hon. W. Glenholme Falconbridge, Chief Justice King's Bench, Ontario .....Knight.
June 26....William Frederick King, LL.D., Chief Astronomer of Canada .....C.M.G.
June 26....George Nealon Babbitt, Deputy Receiver-General of New Brunswick .....I.S.O.
June 26....John Fraser, Dominion Auditor-General .....I.S.O.
June 26....Alexander George Denison Taylor, Ottawa Civil Service .....I.S.O.
Sept. 7....Lieut.-Col. Donald M. Robertson .....M.V.O.
Sept. 7....Brig.-General Lawrence Buchan, C.M.G. .....C.V.O.
Oct. 9....Lord Strathcona and Mount Royal, G.C.M.G. .....G.C.V.O.
Oct. 19....Hon. Sir Charles Tupper, Bart., G.C.M.G. .....P.C.
Nov. 9....Major-General P. H. N. Lake, C.B., C.M.G. .....K.C.M.G.
Nov. 9....Hugh Graham .....Knight.
Nov. 9....Edward Seaborne Clouston .....Bart.
Nov. 9....Brig.-General Donald Alexander Macdonald, I.S.O. ...C.M.G.

An Honour which interested many Canadians was the Baronetcy conferred on June 26 upon Mr. R. W. Perks, M.P. Of special popularity was the Knighthood given Mr. Hugh Graham. Influential as a newspaper proprietor, genial and patriotic in temperament, he had been the initiator or helper in many movements along lines of public-spirited activity—such. for instance, as the Indian Famine Fund of 1897, the Patriotic Fund of South African War fame and the Montreal Hospital and Children's Fresh Air Funds. He had also been greatly instrumental in stirring up Canadian sentiment and in promoting the despatch of the Canadian Contingents to South Africa. The compliment paid Sir Charles Tupper has been already referred to and it was universally recognized as befitting a career and a reputation which did honour to Canada. A significant fact which may be mentioned here was the very large and increasing number of Canadian visitors to Great Britain during this year; one list tabulated by a London newspaper included 50 prominent persons. The following were the Rhodes Scholars sent from Canada in 1908:

Rhodes Scholar.	Selected by	Province.
Frank E. Hawkins.....	McGill University.....	Quebec.
H. T. Logan	Provincial Committee...	British Columbia.
E. A. Munro.....	Dalhousie University...	Nova Scotia.
Howard Henry.....	Provincial Committee...	Manitoba.
Roy Leitch.....	Provincial Committee...	Prince Edward Island.
W. K. Fraser.....	Toronto University.....	Ontario.
Gordon S. Fife.....	Provincial Committee...	Alberta and Saskatchewan.
Ernest Munro, B.A.	Dalhousie University.. .	Nova Scotia.

In the matter of Tariff Reform an important memorandum was issued by the Tariff Commission during July which dealt with the history of the movement for Preferential Trade and declared that in the years 1902-6 the proportion of certain foodstuffs of vital import, taken by the United Kingdom from British

countries, had increased over 1892-6 as follows: Wheat from 15 to 32 per cent.; meat from 21 to 24 per cent.; butter from 10 to 21 per cent.; cheese from 54 to 75 per cent. To the press on May 3rd Lord Milner explained his conversion from "the narrow and doctrinaire pedantry of Cobdenist theories." In the Lords, on May 20, discussing the question of Tariff Reform raised by the Duke of Marlborough and deprecated by Lord Cromer as an "attempt to commercialize patriotism," he said of a current Treaty condition that "One or two more arrangements like those of France and Canada would have the effect of destroying all our advantages in the Canadian market." This debate was notable for Lord Curzon having ranged himself with Lord Milner and against the Pro-Consul of Egypt. An interesting incident in this trade and tariff connection was the sending out of Mr. Richard Grigg by the Commercial Intelligence department of the Board of Trade, in 1907, to investigate Canadian conditions; his subsequent Report upon Canada and another upon Newfoundland which covered with great thoroughness a wide and varied field; his appointment in 1908 as British Trade Commissioner for the Dominion and selection of a number of Imperial Trade Correspondents throughout the country to help in his work and including J. J. Shallcross of Victoria, W. J. Davidson of Winnipeg, W. E. Anderson of St. John, G. B. Ramsay of Quebec and A. J. Weldon of Halifax. The following is a brief summary of the recommendations made in Mr. Grigg's Report:

> The promotion of rapid and cheap transit and communication between the United Kingdom and Canada; more careful study of Canadian conditions by British traders; improvement in the representation of British merchants and manufacturers in Canada; greater adaptability and exactness in meeting the wishes of Canadian buyers; the adoption of Canadian standards, weights and measures and currency, for specifications and price quotations; better advertising and catalogues and cheaper postage rates; more elasticity in terms of credit (rendered possible by fuller knowledge of local circumstances); a system of British commercial correspondents in Canada and the wider distribution of commercial and trade reports, both official and other.

The British Board of Trade, it may be added here, also appointed Mr. Charles Hamilton Wickes as His Majesty's Trade Commissioner for the Commonwealth of Australia; Mr. G. H. F. Rolleston as Trade Commissioner for the Dominion of New Zealand; Mr. Reginald S. Holland as Trade Commissioner for the South African Colonies. British trade interests in Canada shewed some advance in the fiscal year ending Mch. 31, 1908, despite unfavourable general conditions. The total imports for consumption into Canada from Great Britain were $94,417,314 as compared with the nine months' official period of 1907 (when the change of fiscal year took place) and the amount was $64,415,415. Adding a quarter to the latter total to make up a 12 months' period it would leave a gain of about $14,000,000.

The total exports to Great Britain were $134,477,124 in the fiscal year 1908 as compared with $105,129,601 in the nine months of 1907. Adding to the latter total as above it would indicate an increase of about $12,000,000. Taking the entire trade and making the same comparison the figures were not, however, so favourable as between British Empire and Foreign exchange. With the Empire Canadian trade increased in round figures from $235,000,000 to $260,000,000; with Foreign countries it grew from $345,000,000 to $389,000,000. On the other hand there could be no doubt of the tendency in British exports to Canada to increase—$61,724,616 in 1904 and $94,417,314 in 1908; or as to growth in Canadian exports to Britain—$117,591,376 in 1904 and $134,477,124 in 1908. Certain Tariff Reform figures, first compiled by Lord Milner, shewed the following detailed increases in British exports to Canada between the years 1890-1898 when the Preference came into effect, and 1906:

British Exports.	1890.	1898.	1906.
Woollens	$10,080,000	$6,220,000	$14,740,000
Iron and Steel and manufactures	5,180,000	1,920,000	7,590,000
Cotton and manufactures	3,110,000	3,090,000	6,490,000
Flax, hemp and jute	1,370,000	1,280,000	2,450,000
Silk goods	1,780,000	1,230,000	1,920,000
Fancy goods	1,240,000	1,000,000	1,480,000
Seven lesser lines of manufacture.	2,040,000	1,880,000	4,420,000
Totals	$24,800,000	$16,620,000	$39,090,000

There were some important Empire gatherings in London during the year. On June 15th and 24th there met in the metropolis representatives of the Church of England, Bishops and clergymen and laymen, from the four quarters of the earth. Canada, Australia, South Africa, New Zealand and India, the British Isles of the Seas, every part of the United Kingdom and the United States and many Foreign countries sent about 8,000 delegates with over 200 Bishops and 12 Archbishops to confer upon matters of interest to their great Mother-Church. There were seven Sections classified as follows: The Church and human society; the Church and human thought; the Church's Ministry; the Church's missions in non-Christian lands; the Church's mission in Christendom; the constitutions and organizations of the Church and the Church's duty to the young. The Canadian delegates included Archbishop Sweatman of Toronto and Archbishop Matheson of Rupert's Land, Bishops Lofthouse of Keewatin, Carmichael of Montreal, Newnham of Saskatchewan, Thorneloe of Algoma, Dart of New Westminster, Perrin of Columbia, Grisdale of Qu'Appelle, Richardson of Fredericton, Worrell of Nova Scotia, the Rev. Dr. N. L. Tucker, Rev. W. H. Vance, and N. W. Hoyles, K.C., of Toronto, Hon. D. L. Hannington from New Brunswick, Ven. W. J. Armitage

of Halifax, N. F. Davidson, K.C., of Toronto, Ven. W. O. Raymond of St. John, Archdeacons Fortin of Winnipeg and Ker of Montreal, and many more.

An infinite variety of subjects was discussed and 30,000 people gathered from day to day at the various places of meeting; a thank-offering of $1,700,000 was presented for Church purposes, at the close of Congress, which had been gathered in all parts of the world; Resolutions were passed numbering 78 and covering every phase of religious and moral life and work and dealing especially with such subjects as the creed of Christ, non-religious tendencies in the writings of the day, the decline in the numbers of candidates for Holy Orders, education and religious teaching, the sanctity of marriage, the marriage of divorced persons, the artificial restriction of the family, the democratic movement of the century, popular observance of the Sabbath, and Church Union. The stately opening service at Westminster Abbey, the closing ceremonies at St. Paul's, the Royal reception at Marlborough House, were memorable incidents of the occasion; an Encyclical was approved by the Congress and issued by the Archbishop of Canterbury which laid special stress upon Missionary work, the training of the clergy, and the sanctity of marriage. Canadian incidents were the Garden Party given by Lord and Lady Strathcona at Knebworth on June 15 and the conferring of an Hon. D.C.L. degree upon Archbishops Sweatman and Matheson by the University of Durham and an Hon. LL.D. upon the latter by the University of Cambridge.

An interesting incident of the year was the part taken by the Archbishop of Montreal in the great Eucharistic Congress at London. Speaking in French to an immense gathering at Albert Hall, on Sept. 10, Mgr. Bruchèsi described Quebec as the most Catholic land in the British Empire, declared that the Congress marked the re-entry of the Church into its old Kingdom, and eulogized the British flag as the symbol of civic and religious freedom. At another meeting the Archbishop pointed to the Union Jack and evoked warm applause by describing the Catholics of Canada as "equally attached to the flag of our faith and to the flag of our loyalty." To the correspondent of the Montreal *Star* on Sept. 14, after describing the Congress as a glorious success, His Grace said: "To be able as a Bishop from Canada to stand up in the heart of the Empire and openly speak of my faith to sympathetic hearers from all corners of the Empire and the world, under the fullest protection of the British flag, has been to me supreme happiness. Always I have spoken beneath two flags, the Union Jack symbolizing our loyalty; the Papal flag symbolizing our faith."

Another matter of an international as well as inter-Imperial nature was the arrangement made by Mr. Alfred Mosely under which 700 teachers from the United States and 300 from Can-

ada, in the autumn of 1908, visited the schools of the British Isles together and received almost boundless hospitality. A project of more purely Empire importance was fully arranged for by the close of this year—the holding of an Imperial Press Conference in 1909. A strong Committee was formed with Lord Burnham of *The Telegraph,* as President; Lord Northcliffe of *The Daily Mail* and many other papers as Hon. Treasurer; Mr. C. Arthur Pearson of *The Standard* as Chairman of the Executive; and Mr. Harry E. Brittain as Hon. Secretary; to carry the project through. Invitations were extended to the daily press of the chief centres of the Empire to select from amongst themselves a certain number of local representatives; expenses were to be paid and an immense programme of hospitality was gradually evolved; a large number of important subjects were arranged for discussion. The invitations were very largely accepted by the close of the year.

In Canada Imperial considerations of a wide and varied character, with incidents of equally diversified import and meaning, developed during 1908. The familiar topic of the exclusion of Canadian live cattle from British ports received the usual attention. In the Senate on Feb. 6 Mr. L. G. Power called attention to a recent statement by Lord Carrington, President of the Board of Agriculture, that it would be a crime to run the risk of infecting the immense British herds with disease and that he was, personally, opposed to any alteration in the law excluding Canadian (with United States, Argentine, Australian and other) cattle from Great Britain. In the succeeding debate Hon. R. W. Scott, of the Government, declared that this was a convenient pretence for giving protection to British cattle interests; Hon. J. A. Lougheed (Cons.) denounced it as a slander upon Canadian cattle, Sir Mackenzie Bowell (Cons.) called it protection by fraud and Hon. P. A. Choquette agreed with this view. In this plain-speaking and in much other of the same kind the fact was overlooked that British policy was controlled by a fear of pleuro-pneumonia rather than belief in its actual existence; by a knowledge of the long and unprotected United States frontier rather than by a charge against Canadian cattle at any given moment. To quote the Hamilton *Spectator* of April 7: "The United States and Argentine cattle-trade with Great Britain has wonderfully developed despite the restriction of the embargo and it seems strange that Canada should specially suffer unless it is that we have been slow to accept the inevitable and to accommodate ourselves to changed conditions."

In the British Commons on July 20 Sir Edward Strachey, on behalf of the Government, stated that the embargo against Canadian cattle would not be removed "because of the prevalence of tuberculosis, anthrax, mange, and other infectious diseases among the cattle of the Dominion." A despatch from Ottawa to the

press, generally, described this statement as a mere subterfuge and in the Montreal *Herald* of Aug. 22nd, a visiting British agriculturist—W. Henderson, J.P.—stated that through the average decrease in the price of cattle sold dead instead of alive in Britain, Canadians had already lost about $10 a head or somewhere between fifteen and thirty millions. Meanwhile, British butchers, graziers, and dealers were also endeavouring, unsuccessfully, to obtain an abrogation of the embargo. To his constituents on Oct. 7th Mr. Premier Asquith stated his personal feeling to be in favour of this course but declared that a very large majority in the existing Parliament did not believe that Canadian cattle were "free from possible sources of infection."

The question of Canadian independence, or existence apart from the Empire, had a place in the local discussions of 1908 but it was largely a disguised place. Mr. J. S. Ewart, K.C., a Liberal lawyer of Ottawa, Mr. Justice Longley of Halifax, a one-time politician and advocate of Commercial Union with the United States, led in opposition to all schemes and plans and aspirations for closer Imperial unity. Canada was the end and aim of their thoughts and utterances; the Empire only a passing and intangible phase of Canadian development. Mr. Ewart set the pace on Feb. 7th before the Canadian Club of St. John. Imperial Federation was to him an impossible dream, and Empire defence schemes had been propounded by various conferences only to fail utterly; Canada would never place her forces at the disposal of any Government but her own and would only be bound in such wars and treaties as she saw fit to share in; an Imperial Council was a dangerous and insidious proposal which Canada had declined to accept; the Judicial Committee of the Privy Council had passed the days of its utility and should disappear so far as this country was concerned. As to the rest of this extraordinary utterance one quotation will be sufficient:

> The conclusions at which we have arrived enable us to forecast with some confidence the political future of Canada. For we now know (if indeed we ever had any doubt about it) that it is not to be found in Imperial Federation; we believe that it is not to be found in junction with the United States; and the only other future possible is independence. Independence, however, by no means involves deposition of our King. Edward VII. is as much the King of Canada as of England, and Canadian independence of the Colonial Office no more involves his deposition here than elsewhere. Independence means merely control of our own affairs. How nearly we already approach that situation I cannot now examine, but if by independence we mean, very generally, power to do as we please, we practically have it at the present moment—although various cobweb theories remain sufficiently in evidence to make necessary the word 'practically.' Very rapidly, moreover, are we being educated to the recognition of our position as defined by the proceedings of the Conferences. Even our Foreign relations are falling into our own hands, and a Trade treaty with France, negotiated by our own men, followed immediately by a most successful diplomatic mission to Japan, has probably put an end to the record of British management of our Foreign affairs.

Such was the speech which Mr. Ewart repeated at Ottawa, Montreal and wherever an opportunity was given him. It met with many and varied replies and criticisms; agreement in parts of the argument and disagreement in the main conclusions. Perhaps the best all-round answer was a study of Canada's position by Hon. Clifford Sifton at Brandon on Mch. 30. From it the following sentence may be taken: "So, naturally, the control of Canadian affairs will extend until we are in the position not of a nation independent of Great Britain, but of a daughter State in full co-ordinate partnership with Great Britain as a member of the Empire. That co-operative partnership has already begun to be created." Arguments advanced against Mr. Ewart's view by Mr. Justice Russell of St. John—a one-time Liberal politician—were also strong. At the St. George's Society banquet in Halifax, on Apl. 23rd, he handled the subject as follows: "Mr. Ewart's curious political structure with its aggregation of self-governing commonwealths each having the independent power of making treaties which involve the possibility of peace or war, and yet all subsisting under a common Sovereign, is really the most remarkable political conception that ever entered into the mind of man. Of course Mr. Ewart is no fool, and it is easy to see that his common sovereignty of King Edward and his successors is merely a concession to the feelings of those, of whom there are very many, who would be shocked by a proposal to cut the tie that binds us to the Mother-land and break up the British Empire into a hundred fragments."

Mr. Justice Longley, at a banquet in New York on May 14, before 1,300 Canadians and in the presence of Mr. Bryce, the British Ambassador, and many representative Americans, expressed himself as follows:* "I venture to say that Canada will not always be a colony. The regard for the Mother-land is so great in Canada that there is no disposition to formally sever the happy connection which now exists, but all reasonable men, all responsible statesmen, recognize that a time will come when the relations will be not severed but re-adjusted. Canada, I think, has no idea of joining in any project of Imperial Federation, nor of turning its back upon the immense advantages of North American conditions in order to link itself to the militarism of Europe, or identify itself with the semi-feudal institutions which still prevail on the other side. A country which has reached the proportions of wealth and population which Canada has now attained can be a colony only in name—and even the name is being discarded. What in my view is likely—almost certain—to happen, is that by a process of development Canada will gradually assume the responsibilities of an independent nation, but the only difference that will follow, so far as Great Britain is con-

* NOTE—Verbatim report in *Canada*, London, England, May 23, 1908.

cerned, is that instead of a colony she will be an *ally*—instead of a condition of dependence, the relation will be an *alliance.*"

The reception of these opinions in Canada cannot be said to have been flattering. To the believers in separation as a future policy they were premature; to the majority of Canadians, or at least to those who thought of the difference between alliance and union, they were obnoxious. In Great Britain rather too much was made of them—naturally perhaps in view of the official position of the speaker and ignorance of his past opinions upon these subjects. On the other hand papers like the Toronto *Star* approved the sentiment and rather curiously quoted Lord Milner's articles as indicating the inevitable character of such an evolution. Judge Longley, himself, in *Canada,* a paper published in London, in the *Standard of Empire,* and by a circular letter to the press, endeavoured to modify criticism while maintaining his original theories of independence and alliance—though he confused the verbal issue by describing it as a development within the Empire. Meanwhile, Mr. J. S. Ewart was giving more explicit expression to his views by publishing a volume of Essays which covered the whole ground of argument and assertion against closer Empire unity without in so many words expressing the logical alternative. Perhaps as good a selection as could be made from the comments upon this subject of closer union or modified separation was the remark of the French-Canadian President of the Manufacturers Association (Hon. J. D. Rolland) in his annual address at Montreal on Sept. 16: "The pronounced favour with which the All-Red route proposals have been received, the adoption of a preferential tariff by Australia and the undoubted, though perhaps unconscious, growth of Imperialistic sentiment in Britain itself, all point with significance to the coming of a time when the various parts of the Empire shall have ceased to live by and for themselves alone, but in the higher relation of integral parts of what bids fair to be the grandest organization the mind of man has ever conceived." A more constructive view was that expressed by Sir James Whitney in England (*Canadian Gazette*) on Sept. 10:

> I am absolutely certain that if the British Empire is to be continued and maintained as at present no time must be lost in attempting to establish closer and more mutual relations. We in Canada believe that in the end the movement in favour of the establishment of these relations will prosper. We realize that there are obstacles in the way, that it is possible to state all sorts of difficult problems which at the moment it appears impossible to solve. A settlement will in the end only be found by concessions on both sides. But the moment has come for action—of that I have no sort of doubt.

The flag question was one which received considerable discussion during the year. In Manitoba and Ontario and British Columbia the public schools were instructed by the Provincial

Governments to fly the Union Jack; in the Pacific Province a question arose as between this and the Canadian ensign. Mr. Barlow Cumberland, President of the Ontario Historical Society, wrote to the press on July 25th quoting a letter which he had received from Lord Knollys, the King's Secretary, dated Dec. 29, 1907, and in reply to an inquiry, as follows: "I beg to inform you that the Union Jack, being the National Flag, may be flown by British subjects, private or official, on land." In the British House of Lords on July 15 Lord Crewe, Colonial Secretary, stated that: "The Union Jack should be regarded as the National Flag, and undoubtedly may be flown on land by all His Majesty's subjects." A little before this Lord Rosebery, in speaking to Edinburgh school-children in connection with the presentation of a flag to each of the City Schools by the Victoria League, described the Union Jack as standing for the United Kingdom and the British Empire: "It reminds you that you are citizens of no mean city, and citizens of the greatest Empire that the world has ever witnessed. You know what an inspiration is though it is a longer word than I meant to use; something that seems to come from above, higher and better than yourself, that tends to make you higher and better than you usually are; and I want you, when you see this flag waiving in your school, to let it be an inspiration to you." To the public schools of Toronto a formal presentation occurred on Feb. 28 of a large silk flag made and sent by the pupils of the schools in Toronto, New South Wales.

Empire Day (May 22) was celebrated in Canada as well as in all the other parts of the Empire. In the United Kingdom it was observed in 1908 by 15,640 educational institutions with 3,229,000 scholars; in the outer Empire the day was kept by 35,482 schools having an attendance of 3,548,200 scholars—a total increase of 715,000 scholars over the preceding year. In British Columbia, Ontario and Manitoba, the Ministers of Education issued special instructions for its observance. A growing number of press congratulations were tendered Mrs. Clementina Fessenden of Hamilton as being the originator of the idea in 1897, supported a little later by Hon. G. W. Ross; Mr. J. S. Larke, writing from Sydney, Australia, drew attention to the fact that he had made a public proposal along this line in 1893; in England the Earl of Meath claimed to have originated the plan. Whoever did so its success was now obvious. Partly perhaps as an outcome of this celebration the Colonial Office inaugurated during 1908 a scheme for supplying the schools of the Empire with lantern slide views designed to promote knowledge of the different parts of the King's Dominions. Similar teaching was undertaken for the United Kingdom under the auspices of the Victoria League and with the patronage of the Princess of Wales.

There was a multitude of Imperialistic articles, speeches and press interviews in Canada during 1908. The list of Canadian Club addresses given elsewhere will indicate some of them as well as the opposite views of Messrs. Bourassa, Lavergne, Ewart and Longley. Dr. Peterson, Principal of McGill University, and Chief Justice E. L. Wetmore of Alberta made strong speeches along lines of Empire unity. Mr. Justice Newlands of Saskatchewan advocated a federation of the Empire as did F. Blake Crofton of Halifax in both articles and pamphlets; Mr. William Mackenzie of railway fame told the Winnipeg *Telegram* on Dec. 25 that: "We require an Imperial Parliament containing representatives from all parts of the world where the British flag flies. This body would have full charge of all general affairs, while each part would maintain its local autonomy. Members should be apportioned according to the population." The Rev. Canon Cody of Toronto (Empire Club, Nov. 5) believed that Unity in religious origin, effort and feeling had been highly contributory to Empire growth, with toleration toward opposing opinions as an almost equally great factor; Hon. G. W. Ross and J. M. Clark, K.C., of Toronto spoke upon several occasions along lines of unity as did Dr. Andrew Macphaill of Montreal, while R. S. Neville, K.C., of Toronto made some notable utterances in defence of British diplomacy in Canadian affairs. Harold Begbie's letters in the London *Chronicle* deserve mention while Mr. Kipling's virile Series descriptive of his 1907 visit to Canada were a fertile source of comment and criticism, praise and censure, in the first part of the year. An important event was the opening in London, on May 11th, of the Franco-British Exhibition which had cost about $10,000,000, which contained exhibits worth $250,000,000 and in which Canada had a building costing $500,000 with Mr. William Hutchinson as Commissioner. New Zealand, Australia, India and the Crown Colonies also had elaborate structures and exhibits.

Minor incidents of the year included Mr. Martin Burrell's lectures in Britain on the resources of British Columbia; the grant by the War Office, upon representations by Colonel S. Hughes, M.P., through the Governor-General, of special compassionate pensions to Crimean veterans living in Canada; the refusal of the Trustees of the Canadian Patriotic Fund to grant Lorne Mulloy—the plucky youth who had lost his sight in the South African War—an allowance to help him through Oxford; the visit of the famous Sheffield Choir to Canada under charge of Dr. Henry Coward; the appearance on May 21st of the first issue of *The Standard of Empire*, a weekly journal devoted to the extension of Empire knowledge and the advocacy of Imperial unity, published under the auspices of the London *Standard* and Mr. C. Arthur Pearson, with a friendly welcome from the Canadian press; the rather significant advertisements in the Provincial

Gazettes of British Columbia and Nova Scotia as to the opening of Examinations in London for the Civil Service of India and the throwing open of that valued privilege to Canadians upon equal terms. Of the chief Imperial organizations in Canada the British Empire League re-elected Colonel George T. Denison President during 1908; the Daughters of the Empire chose Mrs. Nordheimer of Toronto again as President; the Empire Club of Canada elected Dr. D. J. Goggin President.

Colonial Governments and Questions of the Year

Australian relations with the Empire depend much, in details, upon the nature of the changing Governments of the Commonwealth and in 1908 this was particularly the case. To commence with the head of the country, Lord Northcote retired in September and the Earl of Dudley, G.C.V.O., who had attended the Quebec Tercentenary and passed through Canada on his way to the Island-Continent took office as Governor-General at Sydney on Sept. 9th. His view of the position thus assumed was indicated at a London banquet given in his honour on the preceding 30th June. "I think we should never forget that the British Empire practically amounts to a great partnership of self-governing States, and that each partner is living his life and bringing up his family under conditions which often materially differ from those of his associates. Hence, while cohesion is absolutely vital, elasticity is also essential." In April General Sir Reginald Talbot retired from the Governorship of Victoria and was succeeded by Sir Thomas Gibson-Carmichael; in December Admiral Sir Day H. Bosanquet was appointed to South Australia in place of Sir George Le Hunte; in February the term of office of Admiral Sir H. H. Rawson, the popular Governor of New South Wales, had been extended a year. In this general connection the Sydney *Morning Herald* of Dec. 12th commented as follows: "Each of the States except Tasmania, has now been governed by a man who, before his appointment, had gained distinction in either naval or military service. New South Wales and Western Australia have had their distinguished Admirals, Victoria has had one of the most eminent authorities on the scientific aspects of warfare, and Queensland a famous soldier. The new system has worked so well that there is little doubt that it will not be given up so long as officers of the requisite standing and experience are available." Early in the year the Rt. Hon. G. H. Reid had resigned the leadership of the Conservative, free-trade, and anti-Socialist Opposition, and been replaced by Mr. Joseph Cook. The Government of Mr. Alfred Deakin also went the way of many others in Australia. Liberal in principle, protectionist in policy, dependent in practice upon the support of the Labour party in the House, Mr. Deakin's Government had not rested on a bed of roses. More than once the Premier had wished to retire and only by special pleading had he been induced to see the

Tariff Bill through its final stages. On Nov. 10 the Premier rode for a fall and was defeated by a combination vote of 49 to 13. Mr. Andrew Fisher who, about a year before had succeeded J. C. Watson as Leader of the Labour Party, was called upon as having the largest following in the House and, two days later, formed a Government as follows:

Prime Minister and Treasurer	Hon. Andrew Fisher.
Attorney-General	Hon. William Morris Hughes.
Minister for External Affairs	Hon. Egerton Lee Batchelor.
Minister for Home Affairs	Hon. Hugh Mahon.
Postmaster-General	Hon. Josiah Thomas.
Minister of Defence	Hon. George Foster Pearce.
Minister of Customs	Hon. Frank Gwynne Tudor.
Vice-President of Executive Council	Senator Gregor McGregor.
Honorary Minister	Hon. James Hutchison.

Mr. Fisher in earlier days had been a miner, Mr. Batchelor a school-teacher, Mr. Pearce a carpenter. In recent years all the members of the Government had been devoted to the organizing work of the Labour Party. The Australian legislation of the year was, of course, under Mr. Deakin's auspices and included an Old-Age pension bill involving about $8,000,000 a year or a pension of 10 shillings a week for every person over 65 who was permanently incapacitated from work; a Defence policy presented to the House of Representatives by the Minister (Hon. T. T. Ewing) on Sept. 29 which proposed compulsory military training and the spending of $500,000 more a year in order to obtain 82,000 more men—"Australia ought to be able to say to Great Britain: We have a National Guard of 200,000 trained men which will enable us to keep inviolate our Island continent while you do bigger work with the Navy; a fiscal policy which Hon. R. W. Best described in the Senate on Jan. 23rd, when moving the 2nd reading of the Government's Tariff Bill, as giving moderate protection to Australian industries (an increase in duties of about 5 per cent.) and a substantial preference on British goods to the value of $73,000,000 under the importations of 1906.

The Defence question was one of the chief issues of the year. The scheme of Messrs. Ewing and Deakin was in brief this. Every school boy, to begin with, would go through a regulated course of physical training, elementary drill, and instruction in shooting until he was 15. Then he would be drafted into a "senior cadet" battalion, in which his training, including the regular musketry course, would be continued for three years. At 18, if physically fit, he would pass on to four or five years' service with the "National Militia" consisting of at least 16 drills a year and the musketry course; and would then be encouraged to join one of a number of Rifle Clubs already in existence and boasting a total membership of nearly 40,000 of whom about 25,000 were said to be efficient. In a speech on Mch. 15th the

Premier added to this plan a flotilla of 15 coast defence vessels—all of this in place of the existing contribution of $1,000,000 a year to the British Navy. The total expenditure involved was about $9,000,000.

An event of the year was the visit of the United States fleet—said to represent a capital expenditure of $125,000,000—and its enthusiastic welcome at Sydney on Aug. 30 and succeeding days. In a *Standard* interview at this time Mr. Deakin stated that the people in their greetings represented the Empire and declared that the only reproach the Australian people had against the Imperial Naval authorities was that a British naval visit of a similar character had not been made long before. The plan for coast defence prepared at Australia's request by the British Admiralty and accepted by the Deakin Government included Australian responsibility for local Naval defence and the provision of six torpedo-boat destroyers, nine submarines and two depot boats, at a cost of $6,387,500 together with the maintenance of 79 officers and 1,125 men provided by the Imperial Government with as many as possible taken from amongst Australians. The administrative control of the flotilla was to rest with the Commonwealth Government, but the officers and men would form part of the Imperial Navy, and be subject to the King's regulations. While in Australian waters they would be under Commonwealth authority, but in other waters they would pass under the control of the senior Imperial Naval officer. The annual expense and maintenance would amount to $930,000 and the repairs be effected in local ship-building yards; Sydney Dockyard being reserved for Imperial purposes as heretofore. As to the Fisher Ministry its general programme was not essentially different from that of Mr. Deakin—National development within the Empire and an Australian Navy in close relationship with that of Britain.

Australian incidents of the year included a re-modelling of the Victorian Cabinet under Sir Thomas Bent with general elections in December which resulted in its defeat; the formation of a new Queensland Ministry under Mr. Wm. Kidston; a meeting at Melbourne of the Imperial Federation League of Australia on Apl. 14th with Mr. Premier Deakin in the chair, and the presentation of a carefully-prepared scheme by Sir John Quick for a Grand Assembly of the Empire to be held every five years; the wide celebration of Empire Day in the Commonwealth and a despatch on May 25 from the Governor of Victoria to the King saying that 240,000 children in that State "declare they will be loyal to the Empire under the flag representing liberty and justice"; the offer in August of the Sixth Australian Infantry Regiment to enlist for service in India should the troubles there come to a head; the apparently final selection of Canberra as the site of the Federal Capital with prospective expenditures of $25,000,000

upon its construction; the authorization by Royal Warrant on May 7th of an Australian Coat-of-Arms; the splendid exhibit of Commonwealth industries and resources at the Franco-British Exhibition; the presentation and exchange of Union Jacks between schools in Australian towns and those of other parts of the Empire—especially those bearing the same name; the strike on the Government tramways on July 26 which was suppressed in two days by the firmness of the State Ministry and the influence of public opinion.

The Public Debt of Australia in 1908 was $1,225,000,000 of which $917,000,000 was held in London; the receipts of the Government Railways of New South Wales, Victoria and South Australia shewed a total surplus over expenditures of $4,890,000; the amount of savings bank deposits totalled $230,000,000 or $170 per head; the wheat harvest of 1907-8 was 45,998,780 bushels as compared with 66,100,654 bushels in 1906-7; the trade of the Commonwealth in 1908 was $568,000,000 or $55,000,000 less than in 1907. The death of the Marquess of Linlithgow, so well known in Australian history as the first Governor-General, occurred on Mch. 1st; that of Mr. Alfred Dobson, Agent General for Tasmania, on Dec. 6th; that of Archbishop Denis Murphy of Tasmania (aged 93), on Dec. 29; that of the Rt. Hon. Charles Cameron Kingston on May 11th. Some important Royal honours of the year in Australia were the Knighthoods bestowed upon Hon. Thomas Thomson Ewing, Minister of Defence, Senator Robert Wallace Best, Lieut.-Colonel, the Hon. Albert John Gould, President of the Senate, Hon. Thomas Bent, Premier of Victoria, Hon. Joseph Hector Carruthers, Premier of New South Wales, Hon. Stephen Henry Parker, Chief Justice of Western Australia, Hon. John Hannah Gordon, Supreme Court of South Australia, the Rt. Hon. Henry Weedon, Lord Mayor of Melbourne, and John Hay, LL.D., of New South Wales. A K.C.M.G. was also given Sir Pope Alexander Cooper, Chief Justice of Queensland, and a C.M.G. to Sir John Langdon Bonython. It may be added here that Canada's Trade Commissioner at Melbourne, Mr. D. H. Ross, visited the Dominion in July-October, 1908, and discussed commercial matters and Australian relations with the Boards of Trade at Victoria, Vancouver, Calgary, Edmonton, Winnipeg, Toronto, Hamilton, Ottawa, Montreal, Quebec, St. John and Halifax; and that late in the year the Dominion Government sent Dr. R. M. Coulter, C.M.G., Deputy Postmaster-General, to discuss the All-Red line question with Australian statesmen. Elaborate preparations were also made at this time in Australia for the meeting in 1909 of the 7th Congress of the Chambers of the Empire at Sydney with the Hon. Wm. Knox, M.P., as Chairman of the Commonwealth Committees.

In the Dominion of New Zealand the fiscal year shewed a surplus of revenue totalling $1,600,000; a Government measure

was presented to the House of Representatives declaring it illegal to aid or abet a strike or lockout, with penalties to individuals, companies, or unions running as high as $1,000; the welcome to the American fleet at Auckland and a patriotic and widespread celebration of Dominion Day on Sept. 27th with a speech at Wellington from Sir J. G. Ward, the Premier, in which he reiterated New Zealand's intention to help the British Navy more and more while expressing regret at the ignorance often displayed by Home Government officials as to Colonial affairs; the retirement of Mr. W. Pember Reeves from his post of High Commissioner for New Zealand in London and his replacement by Hon. W. Hall-Jones; a great victory in the November general elections for Prohibition which involved the probable closing of 150 public-houses; and the return of the Ward Government by a considerable majority with 230,000 votes as compared with 126,000 for the Opposition, 35,000 for Labour, and 2,500 Socialist votes. The population of the Dominion at the close of 1908 was 929,484, its trade totalled $185,000,000, its Public Debt was $332,000,000, its estimated private wealth $1,500,000,000. In October the New Zealand subsidy to the Imperial Navy was increased from $200,000 to $500,000 per annum.

South African affairs were of great importance to the Empire during 1908. Inter-colonial Conferences on Customs and Railway affairs, the Congress of the Afrikander Bund, a Durban Conference on Military affairs, and some of the Colonial Legislatures, dealt with or passed Resolutions upon closer inter-colonial union. Dr. L. S. Jameson retired on January 31st from the Premiership of Cape Colony and was succeeded by Mr. J. X. Merriman, with a Ministry approved by the Dutch majority, and composed of the Hon. J. W. Sauer, Minister of Public Works, Hon. F. S. Malan, Minister of Agriculture, Hon. N. F. de Waal, Colonial Secretary, Hon. H. Burton, Attorney-General, and Messrs. Currey and de Villiers Graaf as Ministers without Portfolio. The estimated revenues of Cape Colony, Natal, Transvaal and Orange River totalled for 1908-9 the sum of $82,000,000 and the estimated expenditure $83,000,000; the visit of Rear-Admiral Sir Percy Scott in the autumn, with a large British squadron, was made the occasion of enthusiastic celebrations at Durban, Pretoria, Johannesburg, and Cape Town, with the visit of large Naval contingents to these and other points; General Lord Methuen, of Boer War fame, was in April appointed Commander-in-Chief of the Forces in South Africa; Mr. Joseph Benjamin Robinson of the famous Robinson gold mines was made a Baronet in July while Thomas Rees Price, General Manager of the South African Railways was given a K.C.M.G. The all-important National Convention for the unification of these Colonies assembled at Durban on Oct. 12 to prepare a draft constitution for British South Africa and its labours lasted, with

intermissions, until Feb. 10, 1909. The most prominent delegates were the Premiers—Merriman of the Cape, Botha of the Transvaal, Moor of Natal and Fischer of Orange River—together with Dr. Jameson, F. S. Malan, J. W. Sauer, T. S. Smartt and Sir Henry de Villiers of the Cape; W. B. Morcom, K.C., and C. J. Smythe of Natal; General De Wet and General Hertzog of Orange River; Schalk Burger, General Delarey, Sir George Farrer, Sir Percy Fitzpatrick and H. C. Hull of the Transvaal. Upon the whole the discussions ended in a constructive and general success. It may be stated here that Mr. H. R. Poussette was during the year appointed Canadian Trade Commissioner at Durban, South Africa.

Newfoundland affairs have always been of special interest to Canada and the Island has frequently been a diplomatic storm-centre in British relations with the United States. The 1908 Session of its Legislature opened on Jan. 9th with Sir Robert Bond entering upon his 8th year of power. On Feb. 1st a unanimous Resolution was passed protesting against the action of the Imperial Government in over-riding Newfoundland Fishery regulations and arranging a *Modus vivendi* with the United States. Legislation was enacted regulating the employer's liability for accidents, safe-guarding the lives of miners, improving the Lighthouse system, encouraging ship-building by means of bonuses, establishing an Experimental Farm, and increasing educational facilities. The Assembly adjourned on Feb. 18th. The revenue of the fiscal year was stated at $2,750,690 and the surplus as $125,000. The Public Debt in 1907 was $22,000,000; the exports in 1907-8 were $11,815,769 and the imports $11,516,111—a total trade increase over 1906-7 of $804,000.

Labour unions increased greatly in force and numbers during the year and their leader, Michael P. Gibbs, became Mayor of St. John's; Sir Edward Morris (lately a member of the Bond Cabinet), both in the Legislature and before the people, assumed the Opposition Leadership and organized what he termed the People's Party; the Rt. Hon. Sir William V. Whiteway, ex-Premier, a pronounced Imperialist and a believer in Confederation, died on June 24th; the Harmsworths continued during the year their construction of paper mills, power-house, etc., at Grand Falls and Millerton, with 1,000 men employed, the expenditure of about $6,000,000 and the expectation of beginning operations in 1909; the Fish exports equalled those of 1907 in quantity but shewed a considerable decrease in value. Lord Northcliffe visited the Harmsworth enterprises during the year and Mr. W. D. Reid said of general conditions, in the Montreal press on Dec. 1st, that financially and commercially things were sound in Newfoundland and that a case of insolvency was unknown. Confederation with Canada was made a forced issue in the general elections, which followed the dissolution on Sept. 18, with polling day fixed for

Nov. 23rd. It started with the first issue of the new Opposition organ—*The Chronicle*—early in the year; it proceeded in an elaborate story of Sir Robert Bond's coming visit to Canada on a mission of inquiry along this line; it was not fully met by the Premier's denial of the visit or of any negotiations in the matter; it was a factor in the subsequent result which his past policy and present expressions of hostility to the idea could not overcome.

The elections were bitter in language, in charge and countercharge, in personalities and political issues. Both Leaders published Manifestoes. Sir Robert Bond denounced the Opposition as being the revival of an old Tory organization which was described as extravagant and reckless, as the parent of unlimited concession to the Reid Company, as the author of high tariff prices and the cause of one-time financial depression. He claimed to have reformed the Reid contracts; to have established a splendid coastal steam service and lowered passenger and freight rates; to have remitted duties upon articles of daily consumption to the fishermen totalling $1,300,000 in eight years while expending considerable sums in the erection of wharves and harbour improvements; to have passed beneficial Workmen's Compensation Acts and placed various articles of special agricultural requirement upon the free list; to have improved the Mines Regulation Act and made many kinds of mining machinery free; to have helped the lumbermen by the important arrangement with the Harmsworths for the establishment of pulp and paper industries; to have reduced general tariff taxation by $1,400,000 in eight years while expending $409,000 upon roads, $217,000 upon marine works and $442,000 upon education.

Sir Robert Bond claimed to have fought a great fight against American aggression and to have stood by the Colony's interests against even the Mother-Country's desire for peace and harmony with the United States. He declared in favour of an Old-Age pension system subject to the advice of a Commission recently appointed to study the question and denounced the Opposition as pledged to a Reid domination over the country, and to a policy of financial bankruptcy and Canadian confederation. Sir Edward Morris in his Manifesto attacked the Government all along the line. He described it as indifferent to Labour interests; denounced it for the failure of various industrial enterprises which it had either initiated or aided during eight years of power; condemned it for having in the United States dispute accepted reference to the Hague Tribunal with a Canadian (Sir C. Fitzpatrick) as joint Arbitrator; proclaimed the existing depression in the Fishery interests as subject to immediate betterment under a change of government. Confederation was repudiated in words as strong as those used, with signal lack of success, by the Opposition of four years before. "I am and have been all my life a staunch, unwavering opponent of Confederation on any terms." The policy outlined included the following items:

1. The increase of teachers' salaries, of grants to poor school-sections, the improvement of school-buildings.
2. The placing of tea, sugar, pork and other necessaries of life on the Free List.
3. The construction of branch railway lines at and to various points.
4. The opening of new markets for fish, the providing of subsidies to steamship lines, the adoption of cold-storage facilities, the establishment of bait freezers around the coasts, a daily fishery telegraph service and an extension of the Marconi system, the establishment of a weather bureau, the dredging of shallow harbours, an increase in lighthouses.
5. An agricultural bonus for the clearing of land, the provision of seeds for the farmers and a better breed of cattle and sheep, with low rates for products by train and steamers.
6. A bonus for the discovery of minerals, no matter on whose land they are found, the better housing of miners, and protection against explosives.
7. Giving Labour Unions a legal status with legislation along Old-Age pension lines.
8. Defence of Island rights under the Treaty of 1818.
9. Steam service to, and general development of, the Labrador coast.

As to the *personnel* of the fight Sir Robert Bond, though nominally a Liberal was really more of the Old Country Tory type—reserved in bearing, wealthy and without special occupation, courteous in manner but not genial. He mixed little with the people, was unknown to the masses except by sight, and was rarely seen in public places or at public functions. Sir Edward Morris on the other hand, was essentially one of the people, knew every one in the small communities of the Island, was a lawyer by profession and constantly before and with the public in a personal and more or less intimate way. Originally a Liberal he headed a combination of Opposition elements chiefly, no doubt, Conservative in character. He was a Roman Catholic in religion and an Imperialist in his general sentiment. The Opposition was fiercely attacked as being in favour of Confederation with Canada; it retaliated with bitter counter-charges along the same line. The net result of the contest was a tie—18 to 18—where the Government had won in 1904 by 30 to 6. Up to the end of the year the deadlock remained, neither party would give way, and the Government held office without being able to call the Legislature unless it were willing to accept defeat after the election of a Speaker. Early in 1909 the Government resigned and Sir Edward Morris won the succeeding elections.

In the West Indies nothing very important to the Empire occurred. The total trade of all the Islands and British Guiana and Bermuda for the year ending Mch. 31, 1908, was $12,483,-359 as compared with $2,509,341 in 1898 and of the former total only a small proportion was done with Canada (about $4,000,-000). Under Canada's preference for sugar, however, there had been a large increase in the exports of that product to the Dominion and in the increasing imports of flour to the Islands there was obviously room for Canadian trade. On Jan. 14 and the ensuing week a Conference of these Colonies with Canada was

held at Barbadoes with 80 delegates present including W. G. Parmalee, I.S.O., Deputy Minister of Trade and Commerce in Canada, and A. E. Jones of Halifax. E. T. Grannum, Auditor-General of Barbadoes, presided, and Sir Daniel Morris was a conspicuous figure. The Resolutions passed declared that the time was ripe for mutual tariff concessions; that improved and cheaper communication between Canada and these Islands, including an all-British telegraphic system joining each Colony, was desirable; that Canadian transportation facilities should be improved in order to prevent present delays in shipment of goods; that an initial step might be taken by a group of the most vitally interested Colonies jointly negotiating as to preferential rates in certain specified commodities; and that the United Kingdom and all British possessions should have the benefit of any concessions granted by the Islands to Canada. The Canadian Commissioners reported in March that the proposed schedule of items in which a preferential tariff could be given by the West Indian Islands to Canada included flour, cheese, cordage, butter, hay, oats, peas, fish, lumber, bacon and ham, bread and biscuits, soap, grain, horses, boots and shoes, paper, beef and pork. Later in the year the Barbadoes Legislature offered Canada a 20 per cent. preference on various products provided the Dominion gave a clear preference of $6.72 a ton on West Indian sugar; the Trinidad Chamber of Commerce, hitherto hostile, passed a Resolution on July 21 endorsing a Preferential policy; Mr. E. H. S. Flood, Canadian Trade Commissioner, reported to Ottawa in August that the Leeward Islands were preparing to grant a preference to Canada.

Lord Strathcona and Empire Affairs

Ever a keen and interested observer of Canadian affairs, a great factor in promoting Canadian interests in Britain, a real element in the daily life and growth of Imperial power, Lord Strathcona was in 1908, as in previous years, a personality of great attraction to Canadians. It was announced, early in the year, to the great interest of many, that he was amongst the capitalists who had joined Mr. C. Arthur Pearson in an alleged purchase of *The Times,* which afterwards fell through, and he was said to have had much to do with succeeding negotiations and arrangements. He was stated, in the *Wall Street Journal,* about this time, to be one of the leading shareholders in the Railways controlled by J. J. Hill—holding in his own name or in that of his daughter, Hon. Mrs. Robert Howard, $4,580,000 of stock (par value) in the Great Northern and $5,990,000 in the Northern Pacific. At the Royal Canadian Institute on Apl. 8th Lord Strathcona read an elaborate address upon the All-Red line proposal. He surveyed the problems and difficulties involved, urged the commercial, political and strategical importance of the project, declared it to be necessary for the maintenance of British Naval

supremacy in the Pacific, claimed that it would in due time be self-supporting, and protested against too-long delays in building up these links of Imperial sentiment and growth.

Speaking on Empire Day, under the auspices of the Hampstead Patriotic Society, the Canadian High Commissioner declared he would like to see such an organization in every town and village of the Empire. "The union which existed between the Mother Country and the Colonies was now a thread of esteem and affection, but a closer bond was wanted—a bond of material interest. They wanted to have closer commercial relations; they wanted their military and naval defences brought more and more into co-operation; and they all felt it would be better if British countries could be brought closer in these respects. The time was coming when the Colonies would need a greater share and a greater voice in the affairs of the Empire than they had at present and that could only come with education and knowledge." The freedom of the City of Bristol was bestowed upon Lord Strathcona and the Earl of Dudley, Governor-General designate of Australia, on June 2nd and an elaborate banquet was tendered to them afterwards by the local Chamber of Commerce. At the Canada Club banquet to Lord Crewe, on June 14, in honour of his appointment as Colonial Secretary, the Canadian High Commissioner was in the chair as President of the Club and was tendered a high tribute of respect by the guest of the evening. "Speaking as the representative of the Colonial Office, he (Lord Crewe) desired to place on record the gratitude of the Department to Lord Strathcona for the services he had renderd to the Empire and to his own country as High Commissioner."

A few days later he was entertaining the Pan-Anglican Congress at Knebworth before saying good-bye to that beautiful seat of the Earl of Lytton which had been held on lease for the past ten years; on July 1st he presided as usual at the Dominion Day Dinner in London with 300 guests present including amongst the speakers the Duke of Argyll, Lord Alverstone, Sir R. W. Perks, and Lord Dudley—who described the Chairman as "the beau-ideal of a straight-forward, determined and upright gentleman"; a little later he was at Quebec taking part in the Tercentenary Celebrations. In September he was compelled to take that most unusual thing for him, despite his 88 years, a brief period of rest and on Oct. 9th the well-deserved honour of a G.C.V.O. was conferred upon him by the King. The Canadian High Commissioner took great interest in the Franco-British Exhibition and was understood to have given it its name; about this time he donated $1,000 to help in bringing the Canadian curlers to Britain and not long before he had wiped out the debt of the McGill Cricket Club in Montreal; on Nov. 26 he opened the Royal Horticultural Show of Colonial-grown fruits at Westminster and found British Columbia and Nova Scotia to be splendidly represented; at the

Canada Club Dinner on Dec. 2nd he was again a chief speaker with a notable reference to his old-time associate, Mr. J. J. Hill, who had been recently advocating United States reciprocity for Canada. This idea Lord Strathcona repudiated as impracticable in fact and injurious to Empire interests and Canada in effect. At the close of the year there was the usual grist of cable rumours as to the High Commissioner's retirement; but in this case the nominee of the cable was Sir Montagu Allan of Montreal and not Sir Frederick Borden.

The All-Red Line Project and the Cable-News Question

The scheme propounded by Sir Wilfrid Laurier before the Imperial Conference of 1907 for an All-Red or British Line of steamships on the Atlantic and Pacific—of from 18 to 25 knots an hour, and connecting Great Britain, Canada, and Australia with a new link of union—went through preliminary stages of constructive discussion during 1908. Mr. Lloyd-George was understood to be its chief supporter in the British Cabinet; Lord Strathcona was a warm and persistent advocate of the policy; Australian and New Zealand political leaders seemed strongly favourable. A mass-meeting in Halifax on Mch. 12 passed, with enthusiasm, a Resolution demanding such a Service, with fast boats of the best type and an all-the-year Atlantic terminus. In the House of Commons on Mch. 20 Mr. Clifford Sifton made an able and earnest appeal for the carrying out of this project. He described his informal negotiations and work along this line in England and concisely stated the object in view as "a Service from Great Britain to Canada of steamships equal in equipment and service to the best upon the Atlantic and giving an average speed of 24 knots with the fastest possible service across Canada and a service from Vancouver to New Zealand, and thence to Australia, by ships of about 9,000 tons burden making an average speed of 18 knots on the Pacific."

Such a service should take mail from London to New Zealand in not more than 25 days. Personally, he favoured an Atlantic line from Liverpool to Halifax in summer and to Quebec in winter. The distances involved were described as follows: Liverpool to Halifax 2,485 knots; Liverpool to Quebec, *via* Belle Isle, 2,633 knots; Liverpool to Quebec, south of Cape Race, 2,801 knots; Liverpool to New York by the shortest actual route 3,026 knots. After analyzing the alleged obstacles in the way—fog, ice and Gulf navigation—and removing some of them by a clear process of reasoning from exact data, he dealt with the matter of cost as follows: "It is estimated that a 24-knot weekly service between Great Britain and Canada of the character I have spoken of and a fortnightly service between Vancouver and New Zealand, and Sydney, Australia, would cost for subsidy £1,000,000 per annum. It has been suggested that a reasonable allocation of the proportions of that million pounds sterling to the various contract-

ing parties would be, Australia £75,000; New Zealand £100,000; Canada £325,000; and Great Britain £500,000." The next step in the movement was the notable address by Lord Strathcona before the Royal Colonial Institute on Apl. 7 when he summed up the advantages of the proposal as follows:

1. The service would improve the communication between the United Kingdom and Canada, and enable mails and passengers to be conveyed between the two countries more rapidly than at present.
2. It would draw a certain portion of Canadian travel, which now passes by way of New York, back to its proper channel.
3. It would provide a faster service than at present to New Zealand and Australia, saving at least ten days to the former and two days to the latter.
4. It would utilize an alternative route to the East, possessing natural advantages which have not been properly utilized.
5. It would strengthen Great Britain's position in the Atlantic and furnish additional armed cruisers to aid in keeping the route open in time of war.
6. It would assist in giving Great Britain the control of the Pacific trade, which may pass out of our hands if the route is not utilized.
7. It would provide armed cruisers on the Pacific.
8. It would be available for the conveyance of troops and supplies to the East, and be less liable to interruption than any other route.
9. It would bring the different countries in closer touch with each other, and help the consolidation of the Empire.
10. It would be provided at the cost of the different parts of the Empire, and not fall entirely upon one or another.
11. It would supplement the Pacific Cable to Australia, which is under joint Government control.
12. It would supplement other steamship routes, and could not fail to assist the commercial expansion of the different parts of the Empire, as well as lead to extra travel.

It was perhaps natural that Sir Thomas Shaughnessy, representing what he described as an All-Red Line actually in existence, should not be inclined to support the project. To the Canadian press on June 1st he declared, upon his return from England, that boats of excessive speed were "commercially impossible" upon the North Atlantic at certain times in the year. "You can't utilize great speed on this route. I believe in a boat of about 21 knots, one that will come from Liverpool to Quebec or Montreal as quickly as a 25-knot can go from Liverpool to New York. Then the cost of these big, fast boats is enormous. We bought 15 boats from the Elder-Dempster Company and built two *Empresses* at $6,000,000 less than it cost to build the *Lusitania* and the *Mauretania*. Then the expense of operating these big boats is very great. We are ready to improve our Atlantic service by adding faster boats just as soon as the necessity arises." Practically, these were the views which the C.P.R. President put before the Imperial Cabinet Committee in this connection. In the Canadian House of Commons on July 9th Sir Wilfrid Laurier moved a Resolution recapitulating the Conference declaration that the interests of the Empire demanded this Service and that

the cost of establishing it should be borne by Great Britain, Canada, Australia and New Zealand in equitable proportions; and adding: "That in the opinion of this House it is desirable that the Governments of Australia, Canada and New Zealand should, with as little delay as possible, agree upon a definite plan for carrying into effect the terms of the said Resolution of the Imperial Conference; the same to be submitted for the consideration of the Imperial and Colonial Parliaments."

In his speech the Premier was careful in phraseology and advocacy; it was a good scheme, it commended itself to everyone, but there were many and great obstacles, and the Government now simply desired power to negotiate and investigate. Messrs. Borden and Foster, for the Opposition, moved an amendment expressing sympathy with the object of the Resolution but recording the opinion that more favourable freight rates and an efficient service of cold storage were essential features of the scheme while the expenditures and responsibilities involved should be approved by Parliament before being accepted in detail. It was defeated by 108 to 48 and the original motion passed by 109 to 47. Mr. Sifton concluded the debate with the declaration that the Line was necessary and should be built at once. The result of the inquiry he had made, in conjunction with Lord Strathcona, was that Australia and New Zealand would be satisfied with a service of ships making 24 knots on the Atlantic and 20 knots on the Pacific from Vancouver to Australia. That would mean that passengers and mails would cross the Atlantic in less than five days and reach Vancouver in nine days and New Zealand in not more than 25 days. In a Christmas message to the Victoria *Colonist* Lord Strathcona advised the people of the Pacific Coast to "keep an eye on the All-Red line project."

Toward the close of the year a sudden impetus was given to the question of cheaper Empire cables. Mr. Henniker Heaton, M.P., on Nov. 10th read a paper before the Royal Colonial Institute on Penny-a-word telegrams throughout the Empire. It was a rather mixed-up address as the speaker was advocating cheaper world-cables at the same time. The Hon. Rodolphe Lemieux, Canadian Postmaster-General, was the succeeding speaker, however, and in a few words he gave a turn to the subject which created wide interest and discussion. "Imperial Penny-postage was established for this very purpose of unity. We must in the field of science, speculation and literature commune with each other. The intellectual preference idea was conceived in that spirit. We must visit each other's shores so as to better understand and grasp the vastness and possibilities of the British Empire. Let us have the All-Red route. Let us have an All-Red cable. We must have cheap communications to annihilate space and time. We must trade with each other. We in Canada have given you a Preference. It was a free gift but

that policy has benefited the Canadian consumer. It has encouraged trade with Canada's best customer and money-lender, and it has offered an inspiring example to the rest of the Empire." The London *Times* suggested an Imperial Conference for the consideration of the Empire side of the proposal and *The Standard* declared that: "Nowhere is there stronger evidence that barriers of ignorance and local prejudice are built of false impressions and garbled news than in Canada, where news comes through United States sources and is not infrequently coloured *en route*. Cheaper cable rates within the Empire would remedy this unfortunate state of things." Mr. Deakin, Premier of Australia, approved the idea and the Sydney *Morning Herald* stated that it would well suit Australia's white population to liberally subsidize such a service. Incidentally Mr. Lemieux received various compliments during his ensuing stay in London. He reported to Sir Edward Grey as to the Japanese question and his visit to Tokio and was said to have been congratulated upon his handling of the matter; as Canadian Postmaster-General he was shewn the workings of the British Postal service; Mr. Premier Asquith had a luncheon in his honour, the Prince of Wales gave him a Dinner, and the King received him in audience on Nov. 21st. At the Canadian Club banquet on Dec. 2nd he made a notable speech. "Let us correspond fearlessly," was his advice.

Mr. Henniker Heaton's scheme embraces the whole world. As a Canadian I am personally and chiefly concerned with what I think Canada might do for herself and the Empire of which she forms so important a part. Canada's interest is defined by her geographical position. Lying as she does in the Western Hemisphere, Canada is the link joining Great Britain and Australia. The All-Red line will be one instalment in the right direction. Would not an All-Red cable be another? Let me point out that, confining herself within the limits of the British Empire, Canada has had a principal share in the great movement which resulted in the Pacific Cable. This cable, owned by the Governments of Great Britain, Canada, Australia and New Zealand, is operated under the direction of a Board, made up of representatives of those Governments. The mere announcement of this new cable caused at once a drop in the rates of the Eastern cables from 9s. to 4s. 9d per word, and when the Cable was laid there was a further drop to 3s., thus practically saving to the consumers by this last reduction $1,000,000 a year. Without dwelling at any length on what can be done on the Atlantic side, between Canada and Great Britain, I venture to say that still more hopeful results can be achieved.

Cable Companies and United States interests took up the discussion of the subject and Mr. Lemieux's proposal was dealt with very seriously. In Canada it was generally approved. On Dec. 11th the Lord Mayor of London presided over an important meeting at the Mansion House to consider the subject and amongst those present were the Duke of Argyll, Lord Milner, Lord Strathcona, the Earl of Jersey, the Colonial Agents-General and Messrs. Lemieux, Fisher, and Borden of the Canadian Government. Mr. Lemieux, after a tribute to Sir Sandford Fleming in this con-

nection, said: "From what I read in the daily press of the United Kingdom very little information is given concerning the Dominions beyond the Seas. The life, opinions and aspirations of our fellow-subjects in both hemispheres should cease to be, what they practically are to-day, a closed book. We should be more particularly concerned with a State-owned cable service across the Atlantic. It is the logical sequence of the establishment of a Pacific cable. This one step would be of incalculable importance. It is a feasible scheme and one that could be worked on a paying basis. Britain and her Premier Colony should lead and not follow. A State-owned cable across the Atlantic would immediately lower the charges 50 per cent. It is believed there would eventually be a uniform charge not exceeding ten cents a word. It would immediately bring charges on messages between England, New Zealand and Australia to half the present exorbitant rates. It would be a harbinger of a pan-Britannic cable and telegraph system encircling the globe." The support of the Fisher Government in Australia was announced and a Resolution was passed calling upon the Imperial Government to summon a Conference of Empire Postal authorities to discuss the question of State-owned and controlled cables. Everywhere, Mr. Lemieux described the Pacific cable as a success and its rates as having been reduced, so far, from $2.25 to 75 cents a word as between Great Britain and Australia. To the Montreal *Star* on his return Mr. Lemieux summed up his general impressions with the statement that commercially, financially, and politically, "Great Britain rules the world."

Intimately associated with these questions was that of a News Service sent *via* the present or any other cables. Without conscience, or knowledge, or responsibility, behind the sending of the cables themselves there could be no good system whether the actual cable was, in its ownership and construction, British or American or anything else. So far as Canada was concerned all its news since cables commenced to do their work had come through American Press agencies in Europe; latterly an effort had been made by the half-column daily report of a Canadian Associated Press Service to meet this difficulty, with decidedly weak results. In 1908 Parliament renewed its subsidy to this service for two years at $12,000 a year. The papers taking this news and contributing to its maintenance as a rule praised it for both cheapness and usefulness; Mr. J. Ross Robertson of Toronto, President of the concern, was an enthusiastic believer in its merits; the Canadian Press Association at its annual meeting approved it as successful and efficient; the Western newspapers for the first time during this year came into the system. Nevertheless there was considerable, though unorganized, dissatisfaction with the character of the despatches which, here and there, from time to time, were criticized as feeble, or inaccurate, or

trivial. To the Toronto *Globe* on Oct. 23rd Lord Northcliffe stated his earnest desire to help in establishing a fuller service:

> I find that people in Canada are willing to wait eight or ten days for British newspapers. There is an increasing demand for those newspapers, and it is therefore proved beyond doubt that Canadians are interested in British news. If they are willing to wait eight or ten days for their papers, I think that the interest is sufficient to justify a better cable service than you have at present. It is one of my ambitions to assist in the establishment of such a service, and it is a question which has occupied my attention for some years. Of course, the Canadian newspapers would have to pay their share of the cost, but I think it is quite possible for a business arrangement to be arrived at. Personally, while I am desirous of forwarding such a scheme, I do not wish to make anything out of it. Very much more is known in Britain about Canada than is known in Canada about Britain. You have Lord Strathcona over there, who never talks anything else but Canada, and who never leaves the newspapers alone.

British Investments in Canada and Empire Defence

Of vital importance to Canada during this year was the maintenance and extension of its credit in Britain; the continuance and increase of British investments in Canada. This condition prevented the wheels of industry and commerce and finance from being clogged as they were in the United States and enabled the Dominion to come through a period of depression with flying colours and high reputation. Railway construction, car-works, factories of many kinds, financial and industrial interests of varied character, found security and progress within the circle of British finance—a force as potent in its own way as the British flag, or British supremacy on the seas. Henry Beaumont, an experienced member of the London Stock Exchange, estimated British investments in Canada at the close of 1908 as being $1,500,000,000, in India as $2,500,000,000, in Australasia as $2,250,000,000, in British Africa as $1,750,000,000, and in other countries, including the United States, as being $5,750,000,000. These figures would indicate a very substantial preference in favour of the Colonies while Mr. Beaumont's estimate of $2,000,000,000 as Britain's total investment in the United States would, in view of the disparity of population and wealth between Canada and the States, indicate an enormous preference for Canada's comparatively tiny population. The London *Economist* in analyzing these figures changed them somewhat and gave British countries—outside the United Kingdom—as holding $7,830,000,000 of British money and Foreign countries $7,420,000,000.

As to Canada, in particular, the standard authority upon British bonded investments is Mr. E. R. Wood of the Dominion Securities Corporation, Toronto. In 1908, according to his valuable *Review of the Financial Situation* up to the end of that year, Canada sold Government bonds totalling $77,598,500, Municipal bonds valued at $47,433,911 and Corporation bonds totalling

$71,325,000—a general total of $196,357,411—and of this sum the United States took $6,316,250 or 3¼ per cent., Canadians $24,585,140 or 12½ per cent., and Great Britain $165,455,081 or 84¼ per cent. "It is obvious that for great permanent investments necessary in railway development, in providing power, light, heat and other public and municipal services, and in meeting the needs of the Dominion, Provincial and Municipal Governments we must apply to the world's financial centre. That this has been the situation in Canada, during the period of our general development, is shewn by the volume of Canadian bonds now held in Britain. In November last the Dominion Government had bonds outstanding in Great Britain to the extent of $239,198,205 and temporary loans aggregating $15,606,333, a total of $254,604,538. The Canadian Provinces, according to statements furnished us by the various Provincial Treasurers, have a bonded debt in Great Britain as of Dec. 31, 1908, amounting to $47,297,700. Of the entire present bonded indebtedness of Canadian Railways, an amount in excess of $500,000,000 is held in Great Britain; the total bonded debt of these three classes of borrowers being over $800,000,000." Such conditions of past and present development, the fact that Canadian Banks devoted their large deposits chiefly to purposes of current commercial need, while Trust and Loan and Insurance Companies lent mainly on mortgages, were naturally the text of various comments upon the very practical value of British connection and Imperial unity to Canada and Canadians.

Amongst the leading issues of securities thus placed in London in 1908 were Dominion Government Loans of $65,000,000—56 per cent. of this being a renewal of maturing stocks and bonds; Canadian Pacific debentures and stock of $34,000,000, Grand Trunk Pacific loans of $15,000,000 and the Grand Trunk Railway $8,000,000, the Canadian Northern over $5,000,000; City of Winnipeg $7,500,000, Vancouver $1,975,000, Edmonton $1,700,000 and Montreal $5,000,000; British Columbia Electric Railway $3,500,000, the Toronto Power Co. $2,500,000, the Ogilvie Flour Mills Co. $1,250,000 and the Canada Iron Corporation $1,820,000; the Montreal Street Railway $2,300,000, the Richelieu and Ontario Navigation Co. $1,000,000, the Kaministiquia Power Company $1,325,000, the Trust and Loan Co. of Canada $1,000,000, the Montreal Light, Heat and Power Co. $1,900,000 and the Kootenay Power Company $1,200,000. The Manitoba Government issued bonds of $3,300,000 in payment for Bell Telephone properties, Ontario issued bonds for $4,000,000 and New Brunswick renewed a temporary loan of $2,000,000. Canadian companies operating abroad issued bonds for $17,650,000. In a general connection it was suggested during the year by Mr. W. J. Holt Murison, in the Montreal *Witness,* that the time had come for the organization of a great British-Canadian Bank with

£2,000,000 capital, with headquarters in London, the General management in Canada, and advisory Boards in the different Provinces. Sir T. G. Shaughnessy and others warned Canadians against going too fast in the matter of making demands upon the British investor and it was claimed in certain financial circles that abuse of the Grand Trunk Pacific project in a general election, or Provincial legislation affecting titles—whether right or wrong in the premises—were not conducive to continued Canadian credit in Britain.

To return to Mr. E. R. Wood it may be added that his figures for 1904 had totalled $34,249,247 of bonds sold; for 1905, $134,874,531; for 1906, $53,987,531; for 1907, $82,635,740; for 1908, $196,357,411—a total in five years of over $500,000,000 of which the greater part was sold in Britain. With such a situation, he pointed out, came grave responsibilities. "We must meet the British investor not merely with the good faith to which his confidence and enterprise entitle him, but with such abundant good faith as shall keep our financial reputation second to none. There must be no 'sharp' practice. A securities market like any other market can be spoiled by dishonesty. The magnitude of our needs shows that to spoil it would be a national calamity and would put back the hands on the dial of progress for a generation." Speaking to the press on Sept. 2nd, after a visit to Britain, Mr. Henry O'Hara, a well-known Toronto broker, said in this connection: "British investment sentiment is very favourably disposed towards Canadian securities at present, although a feeling that Socialistic tendencies are becoming too pronounced has, in some cases, been prejudicial to the standing of municipal and other bonds. The British banker and investor, however, has great faith in the possibilities of the country and in its well-managed institutions." Mr. F. W. Taylor, Manager of the Bank of Montreal, London, visited Canada during the year and on several occasions pointed out that water-power undertakings were not popular amongst British investors as they had none in England and did not clearly understand them and that industrials were not much sought after because there were many such investments at home not yet absorbed in the market. Lord Northcliffe's visit to Canada was a financial event of the year as well as an interesting incident. At a Canadian Club luncheon in Toronto on Oct. 23rd he summed up fast steamers, cheaper cable rates, more Canadian news in British papers, and more British news in Canadian papers, as the great requirements for better business relations.

Financial affairs and Defence are pretty closely related. In this particular connection Canadian credit was enhanced and conserved by the British power behind and around it, acting as a guarantee of immunity from the dangers of aggression and giving to a part of the Empire the strength of the whole—active and in reserve, naval and military. Early in the year a wide discus-

sion took place upon the general question of Imperial defence. "If," said the St. John *Telegraph* in relation to some remarks by Mr. Haldane as to Britain not being able, with its small population, to maintain a two-power standard against Germany and the United States, "Britain cannot afford to maintain a Navy big enough for the purposes of the Empire, the Colonies must help." Upon this point the Montreal *Star* was also explicit (Feb. 25). "After all there are only 40 millions of people in Britain; and many of them are not rich. It is quite possible that the strain of competitive Naval building may become too great for them to bear. That they will bear it bravely as long as they can, every one knows who has read British history or understands British character. But there are limits to the ability of a people to meet the exactions of the tax-gatherer and when that limit is reached the Colonies must choose between the collapse of the Empire and the giving of very considerable assistance. The choice had better, indeed, be made far earlier. It would be a cowardly course for us to stand aside in our mounting prosperity and see our fellow-Britons in the British Isles ground down into biting poverty."

According to official statistics made public at this time Britain had increased its Naval expenditure from £22,271,000 in 1896-7 to £33,389,000 in 1905-6; Germany from £4,312,000 to £11,301,-000; France from £10,687,000 to £12,747,000; Russia from £5,953,000 to £12,392,000; the United States from £6,180,000 to £24,444,000; Italy from £3,973,000 to £5,040,000. An interesting and rather authoritative despatch in the Montreal *Star* of Jan. 15, very well described British views as to the purposes of a Navy: "We have 32 battleships in full commission, 13 other battleships with large nucleus crews and about twice as many cruisers. All these vessels can go anywhere and do anything and the policy of the Admiralty is based upon the conviction that, in the possession of this concentrated fighting force, not alone the British Isles but the whole British Empire is infinitely better served than under the old plan of small and isolated forces scattered over the four seas. As Admiralty policy conceives the matter the sea is all one, and our Navy can be moved from point to point in big squadrons as circumstances dictate, with enormous fighting power such as no other nation can dream of commanding."

There was, during this year, a growing sense in Canada of responsibility as to Imperial Defence; a growing objection to continued dependence upon Britain for all external protection. To the Winnipeg *Free Press* on Mch. 30 Mr. J. H. Haslam, a Canadian living in St. Paul, put the matter as follows: "Canada at the present time is making some feeble attempts towards the creation of the nucleus of a land force, but nothing has been done towards augmenting the ability of the British nation to defend Canada in case of an attack by sea; and as Canada by virtue of

its immense coast lines on the Pacific and Atlantic is one of the greatest maritime countries of the world, the time has surely arrived when she should consider the advisability of building at least one battleship—not for the purpose of aggression but to demonstrate to the world at large that Great Britain can depend on her aggressive young offspring for assistance." The *Free Press* had, on May 30, an elaborate study of sea-power and the real meaning of the command of the sea to a Western wheat-grower and Canadian citizen. On May 27 the Orange Grand Lodge of British America passed the following Resolution unanimously:

> That the time has arrived when the Dominion of Canada should share the burden of maintaining the Imperial Navy to which this country, in so large a measure, owes its security. For many years the people of Canada have been asserting their loyalty to the Mother Country, but up to the present time no tangible evidence has been shewn of this sentiment other than by words; and, feeling that something more than mere expression of opinions dominates the members of this Association, this Most Worshipful Grand Lodge desires to put on record its strong conviction that the Federal Government should, without further delay, pass an Act to make a substantial contribution to the maintenance of the Navy.

A frequent exponent of this school of thought at the Pacific Coast was Clive Phillipps-Wolley, poet, politician and speaker. Speaking at Vancouver on Dec. 1st he said: "Canada cannot stand alone. The Navy has made her, for without a navy Wolfe could not have won his victory. The Navy has fed her in early days, has enabled her to expand and grow. A common sense of duty should now make her take some of the burden off the shoulders of the Mother who had nursed her infancy. Here is Canada with a floating wealth of 200 millions of dollars on the seas virtually without protection, except such as the Mother Country gives. Here is Canada in such a position that she can compete for the trade of the Pacific with the States and yet she has not recognized that it is her duty to help pay for the insurance which the Navy gives and which holds in check the predatory and competitive instincts of other nations." The Toronto *News* during this year commenced a vigorous campaign along Imperialist lines and with a share in Empire defence as part of its platform. The Montreal *Star,* the Victoria *Colonist,* the Hamilton *Spectator,* the Vancouver *World,* and other papers, supported the general principle. Individual speeches in its favour were very numerous. Mr. Howard D'Egville, Hon. Secretary of the Imperial Federation (Defence) Committee, visited Canada during the year and, at Quebec, Halifax, Montreal, Ottawa, Toronto and Hamilton endeavoured to ascertain Canadian opinion upon the subject. To the London *Standard,* of Oct. 13th, he reported as follows: "I have found a strong feeling in favour of increased efforts on the part of Canada towards the maintenance of the naval supremacy of the Empire. I met most of the leading men

in commercial and educational spheres, and was greatly struck with their enthusiasm for the Empire, and their strong determination to regard the destiny of Canada as bound up with that of Great Britain and the sister self-governing States." Against such a policy can be specifically mentioned Mr. Charles Marcil, in a speech at Guelph on Dec 1st, and Messrs. Ewart and Longley. Their view was presented by the Victoria *Times* (Hon. Mr. Templeman's organ) on Dec. 7th as follows:

> The necessity of Great Britain maintaining her Navy at the two-power standard has nothing whatever to do with the position of Canada. It would be as imperative if there were no Dominion of Canada upon the Imperial map. The suggestion that the Monroe Doctrine was a guarantee of the integrity of Canada emanated from a British statesman, and was urged as a reason why no objection could be taken against the withdrawals of the several contingents of the British fleet from stations on this continent. Furthermore, it is palpably true that the possibility of Canada becoming involved in war upon her own account is very remote.

The visit of Lord Roberts to Canada would have given great impetus to the discussion of this question had he made the speeches expected of him. As it was he did evoke considerable interest in the subject. In his Ottawa speech, on Aug. 5th, he urged greater attention to questions of defence. "As Canada grows in wealth and prosperity her responsibilities will assuredly increase and, may I express my earnest hope that, as time goes on, her rulers and people will be fully alive to the necessity of making adequate arrangements to meet those responsibilities. Believe me it is not unnecessary to say this. Nations have often forgotten this need in times of great material prosperity. If we look back in history, and history is our surest guide, we shall find that the downfall of all the great nations from Phœnicia to the Netherlands, was brought about by their failing in this essential duty. Flourishing and prosperous as these nations were, they fell an easy prey to those who coveted their riches, because they had neglected to take the most ordinary precautions and refused to undergo personal sacrifices that were needed to ensure the security of their valuable possessions."

Meantime Britain had been mobilizing the greatest fleet in the world's history. It gathered in the North Sea on June 30 with over 300 war-ships of all descriptions and 68,000 officers and men. It was an object lesson in power but details were wisely kept secret. At the Lord Mayor's annual banquet on Nov. 9th Mr. Reginald McKenna, First Lord of the Admiralty, stated that Britain held to-day the supremacy of the seas. "We mean to preserve it for all time." Mr. Premier Asquith was equally explicit: "The British Navy is at this moment equal to any responsibility that can conceivably be thrown upon it. My Lord Mayor, every Foreign Power knows that if we have established, as we have established—and if we mean to maintain as we do mean to maintain—the indisputable sovereignty of the sea; it is

not for purposes of aggression or discomfiture, but it is that we may fulfil the elementary duty which we owe to the Empire and uphold beyond the reach, and beyond the risk of successful attack from outside, our commerce, our industry and our homes." In the House of Lords, however, on Nov. 23rd Lord Roberts vehemently urged the possibility of an invading force eluding the Fleet and landing in England.

Lord Milner and other British Visitors to Canada.

The increasing number, and the personal importance, of the British visitors to Canada in 1908 were distinct features in the year's history. The Prince of Wales was first and greatest but his State visit is described elsewhere. Lord Milner was undoubtedly the next. During the early part of the year he had been taking a prominent part in public affairs with frequent and always weighty speeches in favour of Tariff Reform, of adequate defence arrangements, of what he termed, in two striking articles in the *Standard of Empire* (May 23 and 30), the "wider patriotism." Lord Milner arrived at Quebec on Sept. 22nd, was entertained quietly there and at Montreal, at Lennoxville, at Toronto and at Niagara Falls. From Winnipeg he passed slowly through to the coast, visiting Edmonton and Calgary *en route* and calling at Victoria but declining to deliver an address there. Every kind of public body in all the centres of Canadian life wanted to hear him and meet him. Canadian Clubs by the dozen besought him for a speech but during the weeks spent in crossing the continent from Quebec to Victoria he made no public utterances. The time was devoted to a genuine study of the people and the country, to meeting men of every kind and varied condition, to listening to the opinions of others rather than in formulating plans and laying down policies, to learning at first-hand rather than in obtaining impressions of a flying panorama visible from the windows of his parlour-car.

At Vancouver on Oct. 10 Lord Milner delivered his first address. He argued that Canada's best interests lay with those of Britain. She would assuredly have future world-wide connections in trade and population, in treaties and tariffs. Behind all argument and negotiation, behind the making or enforcement of treaties, rested the primary question of force and strength. War was rare and would be increasingly so; but it was only because the greater nations were prepared for it. The lesser ones would inevitably go to the wall in any conflict of interest. It was the Defence reserve, like credit in business, which really counted. How often was it necessary to produce millions and actually use them? And it was credit which determined the power and influence of nations, just as it did the fate of any business. Credit in business rested ultimately upon the possession and command of cash, and so the influence and strength of the nation, its power to defend its rightful interests, depended upon strength in war, which it nevertheless might never be called upon to use.

THE RIGHT HON. THE VISCOUNT MILNER, G.C.B., G.C.M.G.

Canada's Visitor during 1908.

Is Canada as she grows, and her external relations increase, going to allow herself, I will not say to be dictated to, but just to be hustled and pushed off the pavement, whenever it suits any stronger Power; or is she going to rely for protection on some friendly neighbour, such as the United States? I do not think that course would be consonant with the dignity or self-respect of Canada. But are you, then, to be compelled to compete with armaments on the scale of the great World-powers, to have to turn aside from the development of this country, which demands all the energies and resources of a far larger population than it has, in order to build up great armies and navies? Not at all. There is another alternative, easier, much easier, much more natural, and much more effective. I have said that Canada is not unique in being a great country. But she is unique in being of a group of countries which have a strong foothold in every corner of the world. The group only needs to hold together and be properly organized in order to command, with a comparatively small cost to its individual members, all the credit and all the respect and, therefore, all the power and all the security which credit and respect alone can give a great nation among the nations of the world.

Given this basis of argument and its acceptance by the people, as it was accepted by his audience, and the speaker's next step in the chain of reasoning was obvious. It would pay Canada in a financial as well as in a national sense, in its pocket as well as in pride and sentiment, to continue with this great group of powerful or growing States and make the world-power of the British Empire more potent, better organized, more effective and closer knit together. At Winnipeg before the local Canadian Club on Oct. 15th the visitor pursued another line of thought. He refused to regard any self-governing portion of the Empire otherwise than as subjects of the one King, people of the same nation and country, no matter how widely separated by seas and space. He described it as essential that all should take a part in moulding and controlling Imperial policy. All the States had aided in the South African War; all should have shared in the ensuing settlement. In peace and in war there should be a common management of joint interests. Imperialism was simply political architecture on a larger scale. The privileges of the British citizen were enlarged upon. "It is no exaggeration to say that, without exception, British citizenship is the most valuable citizenship in the whole world. Regarded as a free pass it has the widest currency. The man of white race who is born a British subject can find a home in every portion of the world, where he can live under his own flag, enjoying the same absolute freedom, and the same protection for person or property, as he has always enjoyed; using his own language and possessing from the first moment that he sets foot there the full rights of citizenship, and that without sacrificing anything, without forswearing his allegiance to the land of his birth as he must do in order to obtain citizen rights in any foreign country."

Addressing the Canadian Club, Toronto, on Oct. 27, Lord Milner shewed a combination of suppressed enthusiasm, cautious language and clear analysis of a great problem which was very

attractive. His conception of Imperial Unity at this stage in the movement was not the organization of political or constitutional instruments of government, but the doing of things together —little things at first, greater things as time and opportunity permitted and, finally, consolidation with a real Imperial executive and active co-operation in defence and trade. A common system of naturalization over the whole Empire, a direction of the stream of emigration within British countries, the organization of cheaper postal and cable rates, an interchange of civil servants within the countries of the Empire (including Canadian Attachés at some of the British Embassies) were, he thought, amongst the preliminary elements in this system of working together. Upon the question of Defence he was once more explicit: "The membership of the Colonies in the Empire added more to its collective strength than liability for their protection added to its responsibilities; but the general position would be much stronger if all the Colonies adopted the course, which Australia seemed disposed to adopt, of creating a national militia and laying the foundations of a fleet."

Lord Milner was banqueted by the British Empire League on the following day, and his speech was devoted almost entirely to the question of Tariff Reform. It was a most representative gathering, including Sir Mortimer Clark, Lieutenant-Governor; the Premier of Ontario, Sir J. P. Whitney; and the late Premier, the Hon. G. W. Ross; the Chief Justice, Sir William Mulock; and the Hon. G. E. Foster, M.P., a Dominion Conservative leader. A spontaneous tribute of long-sustained cheers was accorded the mention of Mr. Chamberlain's name; and the speaker made a direct appeal to Canada not to make any more reciprocity treaties with Foreign countries until it was seen what the result of the present movement in England would be. Tariff reform was making "enormous progress," the general election of 1905 had turned upon a variety of issues, and was not a real test of public opinion on this subject; if there were no other question to be decided in a similar election now the Tariff Reform party would carry the country. "My belief is that the people of the United Kingdom are now prepared to adopt a policy of tariff reform—food duties and all. I do not mean to say that the duties on foodstuffs are in themselves popular, but my feeling is that the nation is now prepared to regard these proposals as a whole, and that it is inclined and steadily inclining, the man in the street and not merely one particular party—to the adoption of a fiscal policy which shall combine a more reasonable measure of protection to the productions of the country, to the productive energies of the country, with arrangements for giving a preference to the products of the Empire."

In Montreal Lord Milner received an honorary degree from

McGill University; spoke to the Board of Trade on Preferential Tariff conditions (Nov. 2) and gave his farewell Canadian address at a Luncheon of the Women's Canadian Club. In this final speech he took the ground that "we are all equal sharers in a common heritage"; declared that no sane man in Great Britain had the slightest desire to interfere in the internal affairs of Canada; denounced the idea of subordinate States circling around the United Kingdom as a centre; and proclaimed as his platform or policy an equality of opportunity, the recognition of mutual responsibility, unity of action as to common affairs, the combination of local with Imperial patriotism, an earnest comprehension of the task and glory of the Empire. Incidents of this tour were the number of prominent Canadians who attended the gatherings at which Lord Milner spoke; the way in which he met a large and varied number of men capable of expressing opinions upon Canadian affairs; the reception of an Hon. LL.D. from Toronto University on Oct. 21 and his address to the boys of Upper Canada College on the 22nd; his visit to Regina on the way back from the coast; his inability to visit the Maritime Provinces or to accept a quarter of the invitations to speak which came to him. In his farewell interview with the Montreal *Star* of Nov. 7th Lord Milner amplified his views upon the home and domestic spheres of women, dealt with the social condition of the people and difficulties of the day. To the London *Standard* of Nov. 14, upon reaching home, he gave a careful interview; described the great differences between the people of Canada's east and west; thought the demand for a British preference in Canada had gone slightly backward and that many had been discouraged by the "bolting and barring of the door" in England; expressed anxiety as to the continued conclusion of commercial treaties by Canada with Foreign countries and described them as not only whittling down the existing preference but making it more difficult for Britain to grant one in the future; stated that there was no appreciable Independdence movement in Canada and that such as there was would be killed by a United Kingdom preferential system; declared "silent influences" such as American newspapers, growth of trade with the United States, the inflow of American capital and the establishment of American industries, to be dangerous to British sentiment in Canada.

Of the other visitors to Canada in this year it may be said Lieut.-General Sir Reginald Pole-Carew spoke effectively at Victoria, B.C., in favour of an Imperial Council; that Francis W. Hirst of the London *Economist,* in press interviews and speeches, propounded the extreme British Free-trade view and the strongest Liberal opinion—taking issue also with Lord Milner upon many points; that Mr. James Bryce, Ambassador to the United States, was granted an Hon. LL.D., at McGill University on Feb. 24 and expressed the earnest hope that the best graduates of Cana-

dian universities, like those of England, would not forget what was due to their country and would shew themselves willing to enter public life; that Mr. Bryce in addressing the Montreal Bar banquet on Feb. 26 pointed to the fact of free institutions drawing the peoples of Canada together and toward England at the same time; that Mrs. Humphry Ward was, during May, received with interest and heard with pleasure by representative Canadian gatherings in Montreal, Toronto, Ottawa, Winnipeg and Vancouver; that Cardinal Logue, Archbishop of Armagh, was in Toronto on May 15 and on the 17th received a great reception in Montreal; that Sir Frederick Bridge, F.R.C.O., visited Ottawa and Montreal, conducted the leading choirs there and elsewhere, introduced to their attention the Cathedral music of England, was given the Hon. degree of Mus.D. by Toronto University on May 1st, and travelled through the West to the Pacific Coast.

Much was expected from the visit of Lord Roberts. The veteran Field Marshal was invited to visit British Columbia as the guest of the Province; elaborate preparations were made in Winnipeg and the West for his reception; Toronto made arrangements to treat him as a popular hero and to see and hear him in every possible form of exaggerated publicity; Ottawa proposed Addresses, a Canadian Club luncheon and many other functions. Niagara Falls was to have been visited and the Western tour undertaken as the personal guest of Sir Thomas Shaughnessy. But Canada's summer heat was too much for him; if indeed Canada's excess of hospitality was not also rather alarming to a great man who was also a very modest one. On July 30 he reached Montreal from the Tercentenary Celebrations, inspected troops at the Drill-hall, attended a Civic reception and a Dinner given by Mr. and Mrs. Robert Meighen in the evening, and a garden-party on the following day. Then came prostration for a couple of days, a complete change in the local programme, departure for Ottawa on Aug. 2nd and elimination of all ceremony and functions at the Capital together with the cancellation of all Canadian engagements. Notwithstanding this the Field Marshal received an enthusiastic welcome at Ottawa where he stayed until Aug. 6th as Lord Grey's guest at Government House. He also accepted the Address from the City, received the South African Veterans, and delivered one speech (already quoted from) on the 5th. Toronto's Civic Address was also sent and accepted. He sailed from Quebec on the 7th.

Lord Lovat, C.B., C.V.O., D.S.O., the 23rd Chief of the Fraser Clan in direct line, with a distinguished record in the South African War, received a typical Scotch welcome in Toronto and Halifax, in Montreal and Winnipeg. He also visited Pictou and Antigonish in Nova Scotia, and the St. Francois Xavier University gave him, on July 31, an Hon. LL.D. To the Canadian Club,

Halifax, on the 30th he summed up a short speech as follows: "At present, we are an inert mass, moving slowly towards the working of our destiny."* Lord Northcliffe was in Toronto on Oct. 23rd and delivered a notable speech, referred to elsewhere. He also visited Newfoundland and told the Montreal *Star* on the 28th that the future opportunities of Montreal were unequalled amongst the new ports of the world, that the City should prepare for a population of at least a million, and that Canada should keep free of fiscal entanglements with the United States. Lord Northcote, the retiring Governor-General of Australia, arrived at Victoria, B.C., on Nov. 7th and passed through the country on his way home but would make no speeches. J. Keir Hardie, M.P., was in Canada during August and September, addressed the Labour Congress at Halifax, and met or addressed the Labour men in Montreal, Ottawa, Hamilton and Toronto, and at Springhill and Glace Bay in Nova Scotia. Socialism and cosmopolitanism were the key-notes of his speeches. He excelled himself at a Halifax concert on Sept. 25 when he refused to rise while "God Save the King" was being sung by the audience. At a banquet given him on the following night the loyal toast was omitted!

An interesting group of visitors who reached Quebec on Aug. 13th and started upon a tour of Canada from coast to coast was the Scotch Agricultural Commission composed chiefly of prominent and expert agriculturists—20 in number. Their subjects of study were described as including land settlement; the constitution and operation of the Ministries of Agriculture; Agricultural education and research; experimental farms, live-stock and mixed farming; wheat farming, dairying, ranching, fruit and vegetable farming; agricultural co-operation, transit, cold storage and markets. The most conspicuous of the visitors were William Barber, M.A., J.P.; T. Carlaw Martin, LL.D., of the Dundee *Advertiser;* and Sir John Sinclair, Bart, D.S.O. They visited every Province in Canada and were given every facility in acquiring information. Dr. G. R. Parkin, C.M.G., came "home" for a time in February and addressed meetings in Toronto, Halifax, and St. John on the advantages of British connection, tradition and history, trade and defence. Mr. Hamar Greenwood, M.P., also during the summer visited Montreal and Toronto, took his third trip across the continent and spoke at Victoria, B.C., on Sept. 11. "England," said he upon this occasion, "is the greatest country in the world. In sport all that is fairest; in business all that is most honest; in war, all that is bravest; and in victory all that is most generous." The other British visitors of the year were as follows:

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* NOTE—On Nov. 9th following Lord Lovat was made a Colonel in the new Territorial Army, an A.D.C. to the King and a K.C.V.O.

Montague Collet Norman, D.S.O.
H. J. Mackinder.
Sir James Russell Rodd, British Ambassador at Rome.
Archibald Collins, London *Morning Leader.*
Earl Stanhope.
Rev. J. H. Goodman.
George Briggs, L.C.C.
Sir John Jardine, K.C.I.E., LL.D.
Rt. Hon. Sir John Brodrick, Lord Midleton.
Sir Edgar Vincent, K.C.M.G., M.P.
Admiral Sir James E. Erskine, K.C.B.
Sir Frederick L. O'Callagan.
Victor Grayson, M.P.
J. G. Millais.
Colonel Sir A. C. F. Fitz-George.
John Ashworth, President of Manchester Mining Society.
L. A. Simon, K.C., M.P.
Sir Ralph Benson, High Court of Madras.
Alleyne Ireland.
Sir Francis A. Channing, Bart, M.P.
Sir C. Purdon Clarke, Metropolitan Museum, New York.
Eliot Crawshay-Williams.
Earl Winterton.
Lord Mostyn.
W. G. Snowdon-Gard, K.C.

XI.—RELATIONS WITH FOREIGN COUNTRIES

The French Treaty and Japanese Negotiations

The Treaty, or Commercial Convention, negotiated in 1907 with the French Republic by Messrs. L. P. Brodeur and W. S. Fielding, who represented the King on behalf of Canada, was a subject of considerable discussion in the succeeding year. So far as France was concerned it did not get through the Senate and at the close of 1908 was still suspended in air. In the Commons at Ottawa on Jan. 14, Mr. Fielding introduced a Bill, which became law in due course, approving and confirming the terms of the Treaty. He gave detailed lists and carefully analyzed the items entering into the Treaty and concluded as follows: "We feel that the arrangements we have made are, in the main, such as will secure for Canada all the advantages that any country has in France in respect of the lines of goods which Canada exports or hopes to export in the near future. I can say with confidence that there is no important article in which Canada is engaged in export to-day, or is likely to be so engaged in the near future, that is not covered by the Treaty."

The Hon. George E. Foster, in following, traced the history of Canadian treaty negotiations in order to prove that Conservative Ministers had been given just as free a hand by the Imperial Government as was done in the present case; claimed that much current talk as to Treaty powers was silly and mischievous and intended to injuriously affect Canadian relations with the Empire; analyzed this arrangement as really doing little for Canadian trade, as losing much more than the $400,000 revenue estimated by the Finance Minister, as whittling down the British preference, as tending to increase the Foreign balance of trade against Canada which was already large enough. Mr. Brodeur defended the Treaty as carrying out the intermediate tariff plan of the Government, as helping to create friendship between France and the Empire, as being a step in advance in National treaty-making, as obtaining the benefit of the French minimum tariff for over $200,000,000 of Canadian exports and including horses, cattle, poultry, meat, eggs, wheat and cheese, as helping Canada to compete with the United States in the markets of France, as aiding Canadian ports and tending to advertise Canada abroad. On Feb. 20 the measure was again debated at length and Mr. W. F. Cockshutt (Cons.) read an elaborate Memorial of protest from the wine-growing industry of Canada. On Mch. 3 Mr. F. D. Monk (Cons.) read extracts from *Le Canada, Le Soleil* and other French-Canadian papers describing the Opposition view as another attack

upon Quebec and upon the French minister who had, with Mr. Fielding, negotiated the Treaty. Only five members opposed the third reading with 103 votes in its favour. On Apl. 3rd the House dealt with the French Steamship line contract, growing out of these arrangements, and on motion of Mr. Brodeur voted $100,000 a year for 10 years to the proposed Service.

The French Treaty was discussed in the House of Lords on May 23 and its effect upon Canada's status in the Empire and its influence upon the Preferential tariff analyzed in speeches by Lord Curzon, Lord Lansdowne, Lord Milner and Lord Cromer. The Government's explanation was that such negotiation by Canadian Commissioners was a matter of convenience; that the past rule as to a British diplomatic representative being associated with the negotiations was simply a formal security against their being entered upon and carried through by a Colony independent of or unknown to His Majesty's Government; that full confidence was felt in Messrs. Brodeur and Fielding and that the British Ambassador at Paris had been instructed to sign the Treaty with them. On the 26th Sir Joseph Ward, Premier of New Zealand, expressed a fear that this and other similar arrangements would destroy the value of Canada's British preference. Speaking in the Canadian Commons on Dec. 18 Mr. Fielding said that under old-time British Treaties certain countries were entitled to the most-favoured-nation treatment and would receive the benefit of any Canadian concessions now granted France. Those about which there was no doubt were Argentina, Austro-Hungary, Bolivia, Columbia, Denmark, Japan, Russia, Spain, Sweden and Venezuela.

Of the Japanese Treaty matter much has been said in connection with British Columbia. It remains to be stated that the Hon. Rodolphe Lemieux, the Canadian negotiator of the new arrangement as to emigration from Japan, arrived at Victoria on Jan. 6th, and reported to the Commons on the 21st, in a full and able review of conditions in British Columbia and in Japan, of circumstances connected with his mission, of official correspondence and Japanese assurances, of the cordial help given him by the British Ambassador at Tokio and by British authorities everywhere, of Japanese respect and good feeling for Britain. The debate continued on Jan. 28th when Mr. R. L. Borden expressed doubt as to the carrying out of Japan's assurances in detail, inquired who was to judge of the special conditions involved, and deprecated the giving of so much indirect control over Canadian affairs to a Foreign Government. The old issue of Canada's original acceptance of this Treaty and the wisdom or blunder involved in such a policy was threshed out again by various speakers. A Resolution of practical censure on the Government for its policy in this whole matter was moved by Mr. Borden and rejected on a party vote of 100 to 45. Summarized Mr. Lemieux's elaborate presentation of the situation may be given as follows:

(1) A written assurance from Count Hayashi, the Japanese Foreign Minister, that the Japanese Government will not insist upon the complete enjoyment of the rights and privileges guaranteed to Japanese subjects by the Treaty; (2) a further written assurance by Count Hayashi that the Japanese Government will 'take efficient means to restrict emigration to Canada'; (3) regulations by the Japanese Government which satisfied Mr. Lemieux and the British Ambassador that the restriction promised would be effective; (4) admission by the Japanese Government that it had no control over the movement of Japanese from Honolulu to Canada, and the implication of consent to Canadian action in stopping further immigration by way of Hawaii; (5) Japan prohibits the exportation of contract-labour into Canada unless at the express request of the Dominion Government; (6) the abolition of the Employment company which did part of the mischief in Vancouver, and the practical suppression by the Japanese Government of the Emigration companies which worked with the Employment company.

The settlement was approved in many quarters. The London *Times* of Jan. 17 declared that it "reflects great credit on all concerned" and characterized Mr. Lemieux as "one of the ablest and most tactful" of Canadian Ministers. In the British House of Commons on Feb. 6th Mr. Winston Churchill answered a question as follows: "In 1905 when the Canadian Government raised the question of their adherence to the Treaty with Japan, the former Secretary of State for the Colonies inquired whether they were prepared to adhere to the whole Treaty without reservation, or wished to adhere subject to limitations respecting immigration and other matters to which stipulations were made when Queensland adhered to it. The Canadian Government replied that they were prepared to adhere absolutely, and without reserve." In a speech before the Ottawa Canadian Club on Mch. 28 Mr. Lemieux stated that "as Japan holds the key to the far East she is the natural ally of every true Britisher," while the general subject of Japanese immigration was again discussed in the Canadian Commons on April 8.

There was some effort by Germany during the year to effect better trade relations with Canada. A Report of the Dusseldorf Chamber of Commerce stated that France had shewn Germany the way to get on with Canada and how to get in ahead of the coming Chamberlain tariffs and in May the *Berliner Tageblatt* discussed Canadian treaty-making powers and urged Germany to take advantage of its opportunities in "this great land of the future, this rising people of the twentieth century" with which Germany was still engaged in tariff war. "Our exports to other lands continue to increase, but our exports to Canada have during the last five years gone down from £1,950,000 to £1,250,000." The German Commercial Treaties Association submitted to representative merchants and manufacturers a list of questions as to how the Canadian Surtax affected them; Dr. E. J. Neisser, a German economist of repute, published a volume on "Germany and Canada: A Study in Commercial Politics" which urged action in forestalling British efforts in the Dominion; a German

Economic Association was formed to forward better trade relations with Canada and other countries. In the Dominion Senate on June 26 Sir R. J. Cartwright referred to this subject: "I believe," he said, "there have been some communications received by the Imperial authorities from Germany, and these matters are under consideration at this moment; but I am not in a position to state what action, if any, the Canadian Government may see fit to take about it. To the best of my recollection it has been simply from Germany that the demand has come. The German trade with Canada is afflicted not merely with a general tariff, but with a special Surtax. The Germans have it in their power to get rid of that Surtax if they place Canada in the position as to their tariff she occupied before they quarrelled with us for giving Great Britain a preference." Some miscellaneous Foreign incidents may be mentioned as follows:

Jan. 2.—It is announced that M. Joseph de Loynes will be appointed French Consul-General at Montreal.

May 25.—Mr. Angus W. Hooper, of Montreal, is appointed Royal Danish Consul-General for Canada.

Aug 31.—Mr. Justice J. E. Robidoux and Mayor Louis Payette, of Montreal, are decorated with the Cross of the French Legion of Honour.

Nov. 3.—A Canadian Committee of leading physicians in Toronto, Montreal, Kingston, London, Vancouver, Victoria, Winnipeg, and other places, is appointed to represent the Medical Profession of Canada at the Sixteenth International Medical Congress at Budapest, Hungary, on Aug. 29, 1909, with Dr. W. H. B. Aikins, of Toronto, as Secretary.

Nov. 25.—It is announced that Professor Ernest Rutherford, late of McGill University, will receive the famous Nobel Chemistry Prize of Sweden.

Nov. 26.—At the International Institute of Agriculture meeting, in Rome, Signor Tittoni, Italian Minister of Foreign Affairs, is elected President, and M. Muravieff, the Russian Ambassador, with Hon. S. A. Fisher, of Canada, are elected Vice-Presidents.

Dec. 31.—The Canadian Government decides to contribute $100,000 toward the relief of the sufferers by earthquakes in Southern Italy.

Canadian Relations with the United States

The usual and infinite variety of subjects was touched upon in the year's intercourse between Canada and the Republic. In some there were germs of dispute, in some elements of fraternal feeling, others were of the ordinary controversial character. Occasionally the question of jurisdiction in Hudson's Bay came up but nothing in a serious or organized form; on Feb. 6th a border kidnapping case at Emerson, Man., aroused some stir and criticism of arbitrary American customs officers; on Feb. 8, R. L. Minard of the Canadian Club, Boston, made the interesting statement that "never could Canadians be brought into war with the United States, no matter what stand the Mother-Country might feel compelled to take to carry out her treaty obligations"; on Feb. 9th leaflets were distributed in Canada to various Methodist

Sunday Schools containing a lesson based on the Stars and Stripes with a George Washington story for the children; on Mch. 7th Mr. Justice Martin at Victoria gave judgment in the *Carlotta G. Cox* case and confiscated the schooner for illegal sealing; on Mch. 10 a Vancouver mass-meeting requested the authorities to invite the United States Fleet to visit that port; in Toronto on St. Patrick's Day a big Irish gathering listened to Matthew Cummings, National President of the Hibernians of America, declare that "England to-day is trying to bring about an alliance with the United States. Two-thirds of the Irish race is now in America and they will oppose England and English influence."

The "Head-tax" payable by British visitors to the United States, but not exacted from Canadians, created the usual friction during the year with offensive and arbitrary questions freely and frequently asked of Canadians upon Canadian soil; by an extension of the terms of Andrew Carnegie's grant for pensions to aged Professors it was found that a number of Canada's Universities would come within its scope; the United States naval appropriation of $103,000,000 in April interested many Canadians as shewing a vigorous effort to build up a great American Navy; at the St. George's Society banquet in Toronto on Apl. 23rd Mr. G. T. Blackstock, K.C., referred to American immigrants, influences and customs as follows: "We should be on our guard against the influences of the great Republic. The association of the Dominion with the British Empire has left an impression on every aspect of the lives of our people, domestic, social, and commercial, and now distinguishes Canadians from Americans much to our advantage. Don't let American influences go too far." On Apl. 29 Governor Johnson of Minnesota, a candidate for the Democratic Presidential nomination, said at Detroit: "The great problem of the future is the government of America by Americans. In the working out of this problem I believe we must obliterate the imaginary line between the United States of America and the Canadian States of America. I can see no reason for the division. I believe that the flag bearing the Stars and Stripes must finally float from Behring Sea to the Gulf of Mexico."

In the Canadian Commons on May 1st Sir Wilfrid Laurier answered a question as to the Convention regarding war-ships on the Great Lakes. "The Canadian Government did not," he said, "intend to inquire into the armament of the United States training ships *Yantic, Hawk, Fern, Dorothea, San Juan, Essex,* and *Sandoval,* now on the Great Lakes and had no opinion to express as to whether their presence constituted a violation of the Convention." Various British Columbia interests from time to time protested at Ottawa against the loose enforcement of coasting regulations in connection with United States vessels on the Canadian Coast in comparison with the vigorous application of American laws on the United States coast. On Oct. 1st the United States

penny postal rates to Britain went into effect; in Toronto on Oct. 6 an International Conference on State and Local Taxation was held; the opening of the electrified service in the St. Clair Tunnel on Nov. 12 was made an international incident as it really was; Canadian horses won a dozen prizes at the New York Horse Show in November; a deputation from Boston waited upon Sir Wilfrid Laurier on Nov. 17th and invited him to visit that City as the guest of the Merchants' Association; the New York *Sun* of the same date appealed to President Taft to promote trade relations with the Dominion on the ground that "while Canada stands third on our list of customers, it buys from England under a Preferential tariff millions of dollars' worth of merchandise that it would buy here under a fair exchange of tariff opportunities." On Nov. 18th Mr. Clifford Sifton delivered a notable address before the New York Chamber of Commerce and told his hearers that Canada's destiny was to be, permanently, a portion of the British Empire; in this month the Government of Canada decided to take part in the Alaska-Yukon-Pacific Exposition of 1909 and appointed William Hutchinson to supervise arrangements as he had recently done at the Franco-British Exhibition in London; in December a strong delegation of Pittsburg coal operators, representing 35,000,000 tons of actual production, presented a petition at Washington for free trade with Canada in coal.

It is impossible to mention here all the United States meetings addressed by Canadians, all the fraternal gatherings shared in during the year by men of both countries, all the important visits made upon one or other side of the line. Mr. William Jennings Bryan was in Montreal on Feb. 9 speaking and preaching and in Toronto on the 11th; Mr. Leslie M. Shaw visited Montreal and eulogized Canadian conditions on Apl. 2; 168 teachers from London, Ont., visited the schools of Buffalo, N.Y., on May 15; the United Commercial Travellers met and were warmly welcomed in Calgary on June 7th; a large Canadian delegation was present at the International Sunday School Convention held in Louisville, Ky., on June 18-23; the Baptist Young People's Union of America, meeting at Cleveland on July 12, had 50 Canadians in attendance who led in singing "God Save the King"; a large group of Minnesota editors toured Western Canada in July, another party from Chicago in August, and the National Editorial Association of the United States came, also, in the latter month; the American Public Health Association met in Winnipeg on Aug. 25-28 and the American Bar Association at Victoria on Aug. 28; the American Association of Passenger Agents was in Toronto on Sept. 21. Canadians were present at the I.O.O.F. Grand Lodge meeting at Denver on Sept. 22nd and a United States delegation visited the General Synod of the Church of England at Ottawa on Sept. 24; Mr. Byron E. Walker of Toronto, addressed the American Bankers Association at Denver on Sept. 30 and was

elected a Vice-President; Canadians addressed the 4th International Fisheries Congress at Gloucester, Mass., on Oct. 7th and Mr. J. A. Macdonald of Toronto spoke to the City Club of Chicago on Apl. 18; Mr. R. C. Smith, K.C., of Montreal addressed the American Society of International Law at Washington, at its April meeting, and Lieut.-Governor D. C. Fraser of Nova Scotia spoke to the International Club of Boston on May 13. The following were the chief Canadian elections to international organizations in 1908:

Organization.	Position.	Name.
American Institute of Dental Pedagogy	President	Dr. W. E. Willmott.
American Railway Engineering Association	President	William McNab.
American Railway Master Mechanics' Association	President	H. H. Vaughan.
Association of Railway Telegraph Superintendents	President	W. J. Camp.
American Association of General Passenger Agents	President	G. T. Bell.
North America Fish and Game Protective Association	President	Hon. J. O. Reaume.
Federation of Sunday Rest Associations	1st Vice-President	Rev. T. Albert Moore.
International Brotherhood of Railway Engineers	1st Vice-President	J. W. Clark.
" " " "	4th Vice-President	W. A. Hope.
" " " "	5th Vice-President	W. J. McPherson.
International Brotherhood of Bookbinders	President	Robert Glockling.
United Commercial Travellers	Junior Grand Councillor	F. J. C. Cox.
International Sunday School Association	President	Hon. J. J. Maclaren.
American Foundrymen's Association	President	L. L. Anthes.
International Association of Factory Inspectors	President	James T. Burke.
Association of Railway Storekeepers	President	J. H. Callaghan.
American Library Association	President	C. H. Gould.
Association of Railway Club Secretaries	President	James Powell.
International Association of Fire Engineers	2nd Vice-President	John Thompson.
American Public Health Association	1 1Vice-President	Dr. R. M. Simpson.
American Veterinary Association	President	Dr. J. G. Rutherford.
American Hospital Association	2nd Vice-President	Dr. J. N. E. Brown.

Some Treaty-making was undertaken during the year between the Empire and the Republic. Mr. James Bryce, British Ambassador at Washington, was assisted in the negotiations for Canada during part of the time by Mr. Joseph Pope, Under Secretary of State, and the subjects dealt with were divided into three separate and distinct branches—(1) the submission of the Treaty of 1818 to the Hague Tribunal with a view to ascertaining the respective rights of Canada, Newfoundland and the United States under its terms; (2) the determination of all water boundaries between Canada and the United States and the question of ownership and use in Niagara Falls electric power; (3) the settlement of certain out-standing questions of a general character including, it was said, such matters as the transit, free of duty, of merchandise across portions of American and Canadian territory; the application of the Alien Labour Law to citizens of the United States and Canada; Reciprocal mine-owning rights; conveyance of American prisoners through Canadian territory and *vice versa;* the use of logging booms in the St. John River. In February Mr. Bryce was at Ottawa for some time conferring with the authorities there and in a speech at Montreal on the 25th made the following significant remarks: "During my year at Washington as Ambassador fully three-quarters of my work has been occupied with the affairs of Canada. Every day I feel that I am even more the Ambassador of Canada than of Great Britain. Therefore I feel it one

of my first duties, whenever Canadian questions become important, and there is a sufficient number of them to make it desirable, to go to Canada and confer personally with your Governor-General and his Ministers."

There was a good deal of discussion as to the Niagara Power question and some public anxiety as to United States demands and Treaty arrangements in that respect. This was the chief issue in the negotiations and eventually this particular Treaty had to go over into another year. On Apl. 11, however, Treaties were signed at Washington by Mr. Bryce for the Empire and by Mr. Elihu Root for the United States, providing for a more complete determination and demarcation of the international boundary between Canada and the United States and providing, also, uniform and effective means for the protection, preservation and propagation of food fishes in the waters contiguous to the international boundary. An International Fisheries Commission was to be appointed to deal with and prepare new regulations in this latter matter. It was a four-years' arrangement. Dr. David Starr Jordan was appointed for the United States and S. T. Bastedo, afterwards replaced by Edward E. Prince, for Canada. Of miscellaneous matters it may be said that the Canadian Commons discussed on Feb. 27 the question of Pelagic sealing in the North Pacific Ocean with various expressions of resentment against United States action in that quarter; and on June 23rd heard strong complaints about the treatment of Canadian excursionists by the United States immigration officials at Niagara Falls. Speeches were made by Mr. J. J. Hill at St. Paul on Aug. 16, at a Vancouver banquet on Nov. 7th, and at a New York banquet on Nov. 18, urging Reciprocity between Canada and the United States; while the New York Chamber of Commerce passed a Resolution in favour of this policy. Inevitable flag incidents occurred during the year as when American yachtsmen at a Puget Sound port jeered the Union Jack floating over a Canadian yacht; when the Canadian Knights of Pythias visiting Boston were not allowed to carry their flag in a procession; when some young men in London, Ont., tore down an American flag during a local celebration on Aug. 6th. For a time in November and thereafter a rigid quarantine was established against Cattle shipments from the States of New York and Pennsylvania where the dreaded foot and mouth disease was prevalent.

XII.—FINANCIAL AND INSURANCE INTERESTS

Jan. 4.—The purchase of the Crown Bank of Canada, with deposits of over $3,000,000, by the Northern Bank, Winnipeg, is announced; and the amalgamation becomes known later as the Northern-Crown Bank, with a paid-up capital of $2,200,619 and a reserve fund of $225,000.

Jan. 14.—The Supreme Court of Nova Scotia dismisses the appeal of the Dominion Coal Company against Mr. Justice Longley's judgment in favour of the Dominion Steel Company.

Jan. 14.—The shareholders of the Canadian Bank of Commerce decide to raise the authorized capital from $10,000,000 to $15,000,000.

Jan. 18.—It is announced suddenly, and without any public notice, though really after long and serious consultation, that the Sovereign Bank has gone into liquidation, and that its business will be divided amongst twelve other banks, each taking over specific branches. Capital, Dec. 31, 1907, $3,000,000; liabilities, $16,174,408; current loans, $12,230,264; deposits, $11,001,664.

Feb. 1.—The capitalization of the Massey-Harris Company, Toronto, is increased from $8,000,000 to $10,000,000.

Feb. 4.—The Bank of Winnipeg incorporation is approved by Parliament at Ottawa. Incorporation of Bank of Vancouver and Chartered Bank of British Columbia approved on March 6th.

Feb. 11.—Mr. W. E. Stavert, Curator of the Ontario Bank, becomes sole Trustee on behalf of the guarantors of the Sovereign Bank—replacing Joseph Henderson, Alex. Laird and A. D. Brathwaite, the original Trustees.

Feb. 27.—Speaking to the Canadian *Gazette* as to Canadian investments abroad, Sir W. C. Van Horne says: "Canadians have been very successful in a number of profitable enterprises in Mexico, South America, the West Indies, and elsewhere, but these commitments have now been largely liquidated. It is a fact that Canadians have done more in these directions than the capitalists of the United States, but it is Canadian brains rather than money that have gone to make these interests successful."

Feb. 27.—Under special arrangements between the Bank of Montreal and City of Winnipeg the former takes over the City's account, undertakes to place $7,500,000 of its securities on the London market, to provide $1,000,000 for the City's Sinking Fund, and to advance $2,000,000 in the next five months.

Mar. 3.—It is announced from New York that William Mackenzie, of Toronto, is a leading spirit in the Madeira-Maimore Railroad Company, with $11,000.000 nominal capital, which has been organized to open up Bolivia by way of Brazil, and the building of railway communication.

Mar. 4.—Shareholders of the Ontario Bank meet in Toronto and decide to proceed with actions against the late Board of Directors for amounts totalling $2,000,000.

Mar. 6.—The financial importance of the dispute between the Coal and Steel Companies is illustrated by Mr. B. E. Walker's statement at Halifax: "There should be an immediate settlement of this difficulty in the interests of the whole Dominion. Both parties say they are willing to settle, but I fear that at present they are as far apart as ever they were. The time has come when Mr. Ross and Mr. Plummer should place their sides of the case before a tribunal of representative Canadians and let them decide."

Mar. 6.—Speaking at Halifax, Mr. B. E. Walker delivers a notable address on Canadian credit. Upon one point he is explicit: "If we desire to maintain the splendid credit we now enjoy, and if we reflect on the quantity of new capital we shall require year after year as we build up our country, then it behooves every good citizen to see that the incipient hatred of success which is being encouraged every day by hundreds of inexperienced writers in our daily press be stopped, otherwise we certainly must suffer severely in our credit."

Mar. 16.—A special meeting of Sovereign Bank shareholders is held in Toronto, ratifies the agreement with the allied Banks and appoints a Committee composed of A. F. MacLaren, M.P., Senator G. T. Baird and W. Wallace to act with the Board of Directors in the further liquidation proceedings.

Mar. 23.—Mr. E. S. Clouston, Vice-President of the Bank of Montreal, speaking to the press, deprecates an alleged growing insecurity for capital in Canada. "Investments are secure in Mexico. There is nothing there to alarm capital. But in our own country and particularly in Ontario we can see that the application of socialistic theories may well produce the gravest conditions with respect to the investment of capital."

Apl. 2.—The Montreal *Chronicle* publishes figures shewing the total fire insurance losses of all Companies operating in Canada during the 40 years from 1869 to 1908, inclusive, to have been $171,432,000 as compared with premiums received totalling $263,915,000.

Apl. 6.—The Supreme Court of Nova Scotia, in the Bank of Yarmouth case, holds the Directors personally responsible for all dividends paid out of capital. Appeal is taken but subsequently dropped on a compromise payment of $32,000.

Apl. 28.—La Banque de St. Jean of St. John's, Quebec, decides to go into voluntary liquidation with alleged assets of $970,847 and liabilities of $617,300; but subsequent developments reveal gross irregularities and a large deficit, and result in the arrest, and trial, and condemnation to five years in the Penitentiary of its President—Hon. P. H. Roy, lately Speaker of the Quebec Assembly.

June 18.—The question of increasing the issue of Dominion notes to help the Banks in moving the grain during the stringency of the past season is discussed in the House of Commons as it had been on Jan. 29; the House debates on March 2nd Mr. R. A. Pringle's motion providing for Government inspection, etc., of Banks; and on Apl. 1 hears Mr. B. E. Walker's reply read as to matters affecting the Canadian Bank of Commerce.

June 24.—An arrangement is announced by which La Banque de St. Hyacinthe, a small institution, retires from business under assistance and advice from other Banks.

June 25.—The Dominion Steel Company refuses to accept the proposals and settlement offered by the Coal Company after various conferences held in Toronto, on April 14, and elsewhere at other dates.

June 25.—The annual meeting of the Dominion Iron and Steel Company shews a claim against the Dominion Coal Company to May 31st of $2,923,808, assets of $42,254,925, Bonds of $9,368,833 and capital stock of $25,000,000 with net profits for the past year of $1,917,011.

June 27.—The *Financial Post* of Toronto estimates the market value of Bank stocks held in Montreal at $38,129,555, in Toronto at $27,318,420, in Halifax at $14,591,530, in Quebec at $11,745,385, in Ottawa at $7,696,065, in Hamilton at $4,808,025.

July 9.—The Liquidator of the York Loan Company announces a probable dividend of at least 40 per cent.

Sept. 10.—Under Dominion Government authority a warrant is issued for the arrest of Duncan M. Stewart, formerly General-Manager of the Sovereign Bank.

Sept. 16.—Fifty shareholders of the Sovereign Bank meet in Toronto and receive the Report of Mr. A. D. Brathwaite, General-Manager for liquidation purposes, on the condition of the Bank. It shews remaining realizable assets estimated at $1,624,000 with liabilities of $2,405,927. Including the capital and rest account the deficit is, therefore, $781,927.

Nov. 19.—Mr. T. J. Drummond of the Canada Iron Corporation, Ltd., tells the press as to the recent merger of mining and foundry interests under its auspices and including the following concerns: The Annapolis Iron Mines; the Londonderry Iron and Mining Co.; the Canadian Iron and Foundries Co. with plants at Londonderry, Three Rivers, Montreal, Hamilton, St. Thomas, and Fort William; the Canadian Iron Furnace Co.; the Radnor Forges, P.Q.; the Midland (Ont.) Blast Furnaces; the Drummondville Charcoal Furnaces, and the Georgian Bay Engineering Works. The Corporation is also stated to have an interest in the Bathurst properties, the Drummond mines at Cobalt, the Bessemer Iron mines in Hastings County (Ont.), and others.

Dec. 1.—The famous Coal and Steel Companies' Case opens before the Judicial Committee in London with Lord Atkinson, Lord Robertson, Lord Collins and Sir Arthur Wilson as Judges in Appeal; Sir Robert Finlay, Wallace Nesbitt, K.C., and Hector McInnes, K.C., as Counsel for the Dominion Steel Company; W. O. Dauckwerts, K.C., Eugene Lafleur, K.C., Charles Campbell, K.C,, and H. A. Lovitt, K.C., as Counsel for the Coal Company. Messrs. James Ross (Coal) and J. H. Plummer (Steel) are also present.

Dec. 3.—Sir George Drummond, President of the Mexican Power Company, of Montreal and Mexico, issues a statement as to his reasons for resigning that position and denounces the proposed lease of the Mexican Light and Power Co. properties to the Mexican Tramways' Company. He is succeeded by Sir E. S. Clouston.

Dec. 8.—Sir E. S. Clouston, at the Bank of Montreal annual meeting, states that the Banks have, as yet, taken very little advantage of the recent Dominion legislation enabling Banks during the crop-moving season—October to February—to issue additional notes to the amount of 15 per cent. of each Bank's combined capital and reserve.

Dec. 31.—The total fire losses of Canada and the United States for 1908 are stated at $238,562,250, as compared with $215,671,250 in 1907. In Canada the most notable fires were those of Three Rivers on June 22, and Fernie on August 1.

Dec. 31.—From figures published in 1909 it appears that $18,000,000 were distributed in Canada by Life Insurance organizations during 1908, of which Toronto received $1,093,712, Montreal $2,339,887, and the balance was distributed in small sums.

Dec. 31.—The Dominion Coal Company's statement for the year 1908 shews assets of $28,288,780, stock bond and debenture liabilities totalling $23,414,803 and a surplus of $1,600,162.

Dec. 31.—It is stated by the Manitoba *Free Press* in a financial review that the farmers of Manitoba have borrowed altogether $50,000,000 from Loan Companies operating in Western Canada; and those of Saskatchewan $20,000,000 more; while in the former Province the Insurance Companies at the close of 1908 had also loaned $18,750,000 on mortgage.

Dec. 31.—Montreal Bank clearings for 1908 decrease $88,000,000 from the figures of 1907, but statistics published in Canadian financial papers, generally, shew a pronounced rise in stock values and a general recovery from the panic figures of 1907.

Dec. 31.—The net earnings of Canadian Banks in 1908 are stated at $12,817,774, and of this $8,090,616 went in dividends, $3,494,694 were added to Rest accounts and $1,355,718 was written off Premises.

Dec. 31.—According to the *Monetary Times* the leading Banks in the matter of branches are Montreal 134, Merchants 122, Union 147, Commerce 179, and Hamilton 101.

Dec. 31.—The total balance at credit of depositors in Dominion Government Savings Banks is $14,406,924, of which St. John holds $5,418,571 and Victoria, Winnipeg, Halifax and Charlottetown nearly all the rest.

Dec. 31.—Canadian Banks are said to hold $10,497,945 of Government bonds, $19,606,371 worth of municipal bonds, and $44,213,479 of Railway and other corporation bonds.

Dec. 31.—The chartered Bank branches in Canada are stated at 1,906 as compared with 1,608 in January, 1907, and 1,098 in August, 1904. Of the 1908 figures Ontario has 904, Quebec 307, Nova Scotia 104, New Brunswick 58, Prince Edward Island 16, British Columbia 101, Manitoba 162, Saskatchewan 145, Alberta 106, and the Yukon 3.

Dec. 31.—The average profits of Canadian Banks in 1908 are estimated by the Montreal *Chronicle* at 13·95 per cent. on average capital as compared with 14·49 per cent. in 1907.

Dec. 31.—Current loans in Canada by the Banks decrease from $546,957,000 in January to $511,808,000 in December; current loans abroad increase from $22,441,000 in January to $30,351,000 in December; call loans in Canada stand at $43,000,000 in each month, but call loans abroad increase from $47,252,000 in January to $97,136,000 in December; deposits on demand grow during the same months from $146,757,000 to $210,180,447, and deposits on notice from $399,437,000 to $429,719,000.

Dec. 31.—The 1908 sales of stocks on the Toronto Stock Exchange are reported by the *Globe* as totalling $1,911,436, and those of bonds as being $468,200; on the Montreal Stock Exchange they are, respectively, $2,834,169 and $1,889,400.

Dec. 31.—Bank clearings in 1908 are reported as follows: Montreal, $1,467,315,031; Toronto, $1,166,902,436; Winnipeg, $614,111,801; Halifax, $90,232,246; Hamilton, $72,329,688; St. John, $66,435,636; Vancouver, $183,083,451; Victoria, $55,356,013; Quebec, $111,812,551; Ottawa, $154,367,756; London, $56,875,041; Edmonton, $38,496,507; Calgary, $64,810,229.

NEW BANK BRANCHES IN CANADA, 1908.

Union Bank of Halifax.—Crapaud, P.E.I.; Halifax (North End).

Sterling Bank of Canada.—Palmerston, Ont.

Eastern Townships Bank.—Frelighsburg, Que.: St. Felix de Valois, Que.; St. Remi, Que.; Bic, Que. (Sub-agency); Brome, Que. (Sub-agency); Dunham, Que. (Sub-agency); Henryville, Que. (Sub-agency); St. Armand, Que. (Sub-agency); Stanbridge E., Que. (Sub-agency); Weedon, Que. (Sub-agency).

Farmers Bank of Canada.—Arkona, Ont.; Athens, Ont.; Brucefield, Ont.; Dashwood, Ont.; Embro, Ont.; Lakeside, Ont.; Lindsay, Ont. (Sub-branches) Millbank, Ont.; Philipsville, Ont.; Pontypool, Ont.; Spring Brook, Ont.

Northern-Crown Bank.—Eburne, B.C.; Foam Lake, Sask.; Papineauville.

La Banque Nationale.—Cap St. Ignace, Que.; East Broughton, Que.; Grand River, Gasné, Que.; Lauzon, Que.; Grand Mère, Que.

Metropolitan Bank.—Markham, Ont.; Milverton, Ont.; Stouffville, Ont.; Toronto (Broadview); Toronto (St. Lawrence).

Traders Bank of Canada.—Bruce Mines, Ont.; Durham, Ont.; Mt. Forest, Ont.; Ottawa, Ont.; St. Catharines, Ont.; Tweed, Ont.; Saskatoon.

Dominion Bank.—Baden, Ont.; Linwood, Ont.; Marmora, Ont.; Mt. Albert, Ont.; New Dundee, Ont.; Hamilton (King & Wentworth); Toronto (Sherbourne); Wawota, Sask.

Standard Bank of Canada.—Brechin, Ont.; Claremont, Ont.; Unionville, Ont.; Walton, Ont.; Arkona, Ont.

Bank of Nova Scotia.—St. John, N.B.; Barrie, Ont.; Belmont, Ont.; Brantford, Ont.; Burlington, Ont.; Harrietsville (Sub-agency); St. Jacob's, Ont.; Welland, Ont.; Woodstock, Ont.; Grand River, Que.; Port Maria, Jamaica; Savannah, Jamaica.

Molsons Bank.—Lethbridge, Alta.; Zurich, Ont.; St. Cesaire, Que.; St. Ours, Que.; Waterloo, Que.

Imperial Bank of Canada.—Toronto (King and Sherbourne); Amherstburg, Ont.; Harrow, Ont.; Niagara-on-the-Lake, Ont.; St. David's, Ont.; Thessalon, Ont.; Kamloops, B.C.; Michel, B.C.

Royal Bank of Canada.—Burk's Falls, Ont.; Clinton, Ont.; Cobalt, Ont.; Elk Lake, Ont.; South River, Ont.; Tillsonburg, Ont.; Toronto (Dundas St.); Oshawa, Ont.; Halifax (South End); Grand Falls, N.B.; Abbotsford, B.C.; Caibarien, Cuba; Sagua, Cuba; Nassau, Bahamas.

Bank of Ottawa.—Nipigon, Ont.; Toronto (Pape Ave.); Rockland, Ont.; Kenmore (Sub-agency); Ottawa (Lloyd).

Bank of Toronto.—Havelock, Ont.; Wyoming, Ont.

Banque d'Hochelaga.—Farnham, Que.; L'Assomption, Que.

Bank of Montreal.—Sterling, Ont.; Gretna, Man.; Grimsby, Ont.; St. Hyacinthe, Que.; Hosmer, B.C.; Sherbrooke, Que.; Magrath, Alta. (Sub-agency); Cardston, Alta. (Sub-agency); Montreal (Peel St.).

Bank of New Brunswick.—Chipman, N.B.; O'Leary, P.E.I.

Home Bank of Canada.—London, Ont.; Thorndale, Ont.; Ilderton, Ont.; Sandwich, Ont.; Toronto (Ontario St.); Lyleton, Man.

Union Bank of Canada.—Ottawa, Ont. (Market Branch); Outlook, Sask.; Perdue, Sask.; Rocanville, Sask.; Scott, Sask.; Theodore, Sask.; Wilkie, Sask.; Windthorst, Sask.; Zealandia, Sask.; Langdon, Alta.; Strathmore, Alta.; Prince Rupert, B.C.

Quebec Bank.—Farnham, Que.; Stanfold, Que. (Sub-agency).

Bank of Hamilton.—Brownlee, Sask.; Cayley, Alta.; Dundurn, Sask.; Dunrea, Man.; Pt. Hammond, B.C.; Redvers, Sask.; Starbuck, Man.; North Vancouver, B.C.

Bank of British North America.—St. Stephen, N.B.; Wynyard, Sask.

Canadian Bank of Commerce.—Crediton, Ont.; Exeter, Ont.; Forest, Ont.; Thedford, Ont.; Rivers, Man.; Delisle, Sask.; Elbow, Sask.; Melville, Sask.; Outlook, Sask.; Tugaske, Sask.; Watrous, Sask.; Monarch, Alta.; Revelstoke, B.C.; Vancouver (Park Drive).

BANK BRANCHES CLOSED DURING 1908.

Farmers Bank of Canada.—North Claremont, Hawkstone, Hillsdale, New Toronto, Springford, Stayner, Wallacetown—all in Ontario.

Northern-Crown Bank.—Essex, Ont.; Revelstoke, B.C.

United Empire Bank of Canada.—Cobourg, Ont.

Traders Bank of Canada.—Stratford, Ont.; West Selkirk, Man.

Royal Bank of Canada.—Dominion City, Man; Durban, Man.; Lauder, Man.

Bank of Toronto.—Victoria Harbour, Ont.; Quill Lake, Sask.; Campbellcroft, Lynden, Merritton, Parry Harbour—in Ontario.

Bank of Montreal.—Hamilton (Sherman Ave.); Queensville, Ont.

Union Bank of Canada.—Altona, Man.; Gretna, Man.

Quebec Bank.—Cache Bay, Que.

Bank of Hamilton.—Indian Head, Sask.

Canadian Bank of Commerce.—Kenville, Man.; Kinistino, Sask.; Norwood, Man.; Winnipeg (Ross Ave.).

FINANCIAL APPOINTMENTS, 1908

Institution.	Position.	Name.
Sun Life Assurance Co.....	Managing Director	T. B. Macaulay.
Sovereign Fire Insurance Co...	President	Cyrus A. Birge.
Sovereign Fire Insurance Co...	General Manager.	R. S. Wilson.
Bank of Ottawa	President	David Maclaren.
Royal Bank of Canada	President	H. S. Holt.
Royal Bank of Canada	Vice-President	E. L. Pease.
Royal Bank of Canada	Director.	Hugh Paton.
Sterling Bank of Canada	Inspector	A. H. Walker.
Landed Banking and Loan Co..	Vice-President	S. F. Lazier, K.C.
Canadian Bank of Commerce ..	Manager at Montreal	H. B. Walker.
Canadian Bank of Commerce ..	Superintendent of Central Western Branches.....	John Aird.
Home Bank of Canada	Assistant General Manager..	Major J. Cooper Mason, D.S.O.
Home Bank of Canada	Director	J. B. Persse.
Home Bank of Canada	Director	John Kennedy.
Quebec Bank.....	President	John T. Ross.
Quebec Bank.....	Vice-President	Vesey Boswell.
Traders Bank of Canada	Secretary	J. A. M. Alley.
Bank of Montreal	Director	C. R. Hosmer.
Royal Trust Company	Director	Sir Montagu Allan.
Montreal Trust and Deposit Co.	Director	Senator Dandurand.
Montreal Trust and Deposit Co.	Director	W. Molson Macpherson.
Montreal Trust and Deposit Co.	Director	F. W. Morse.
Reid-Newfoundland Company .	President	W. D. Reid.
Reid-Newfoundland Company .	Director	G. H. Massey.
Canadian Consolidated Rubber Company	Second Vice-President	J. H. McKechnie.
Quebec Gas Company.	Managing Director.	C. A. E. Carr.
Canadian Coloured Cotton Co..	Director	A. O. Dawson.
Canadian Coloured Cotton Co..	Director	A. A. Morrice.
Crow's Nest Pass Coal Company.	Director	Col. W. P. Clough.
Crow's Nest Pass Coal Company.	Director.....	H. B. McGiverin.
Lake of the Woods Milling Co..	Director	Lieut.-Col. F. S. Meighen.
New Brunswick Telephone Co..	Director	R. B. Emmerson.
New Brunswick Telephone Co..	Director	W. B. Snowball.
Merchants Bank of Canada	Director	Bryce J. Allan.
Northern-Crown Bank	General Manager	Robert Campbell.
Independent Order of Foresters.	Supreme Treasurer	Thomas Lawless.

FINANCIAL AND INSURANCE ELECTIONS, 1908

Society.	President.	Address.
Montreal Life Underwriters' Association....	Dr. C. J. Alloway	Montreal.
Canadian Fraternal Association.....	E. T. Essery, K.C.	London.
Insurance Institute of Toronto.....	L. Goldman.....	Toronto.
Canadian Fire Underwriters' Association....	A. M. M. Kirkpatrick ..	Toronto.
Life Underwriters of Northern Ontario ...	H. W. Jory.....	Barrie.
Life Underwriters' Association of Canada...	J. R. Read.....	Toronto.
Winnipeg Stock Exchange	A. M. Nanton.....	Winnipeg.
Montreal Stock Exchange.	Rodolphe Forget, M.P. .	Montreal.
Toronto Stock Exchange	A. P. Burritt	Toronto.
Winnipeg Real Estate Exchange.....	R. D. Waugh	Winnipeg.
Canada Life Insurance Officers' Association .	J. K. Macdonald.	Toronto.
Canadian Bankers' Association	Sir E. S. Clouston	Montreal.
Nova Scotia Life Underwriters' Association.	W. J. Marquand.....	Halifax.
Vancouver Stock Exchange	J. R. Waghorn.	Vancouver.
Land Mortgage Companies of Ontario	V. B. Wadsworth	Toronto.
Quebec Underwriters' Association.....	J. B. Morrissette	Quebec.
Mutual Fire Underwriters of Ontario	James Beattie	Fergus.

THE MOST REV. DR. FERGUS PATRICK MCEVAY.
Consecrated Roman Catholic Archbishop of Toronto, 1908.

THE RIGHT REV. DR. JOHN CRAGG FARTHING.
Consecrated Anglican Bishop of Montreal, 1908.

BRADSTREET'S RECORD OF CANADIAN FAILURES

PROVINCES.	Number of Failures.		Assets.		Liabilities.	
	1908	1907	1908	1907	1908	1907
Ontario	640	529	$2,493,693	$2,138,340	$ 5,220,529	$ 4,468,728
Quebec	639	497	3,164,302	1,806,770	8,542,340	4,692,298
New Brunswick	51	42	84,944	179,150	205,600	403,588
Nova Scotia	47	57	175,780	205,246	328,828	415,962
Prince Edward Island	4	6	37,665	11,900	68,766	24,100
Manitoba	119	109	809,865	372,922	1,528,389	714,733
Alberta	88	43	348,857	125,250	571,029	236,911
Saskatchewan	69	45	272,750	279,400	495,528	472,664
British Columbia	55	33	456,694	131,175	620,335	198,350
Yukon Territory	..	..	....	....	....	....
Total Canada	1,712	1,361	$7,844,550	$5,250,153	$17,581,344	$11,627,334
Newfoundland	2	4	3,000	52,060	51,103	76,500

XIII.—RELIGIOUS AND MORAL INCIDENTS OF 1908

Jan. 6.—The Rt. Rev. Albert Pascal, O.M.I., Vicar-General of Saskatchewan, is appointed the first Catholic Bishop of Prince Albert.

Feb. 6.—The Rt. Rev. Dr. J. A. Richardson is consecrated Anglican Bishop of Fredericton, N.B.

Mar. 15.—By official decree from His Holiness the Pope read in the Catholic Churches of Canada the following marriage laws are promulgated to Roman Catholics:

1. No marriage will be valid unless it is performed by a Priest duly authorized and before at least two witnesses.

2. A marriage performed between two Catholics, or between a Catholic and a baptized non-Catholic, by a civil magistrate, alderman, notary public, or Protestant minister, will be null and void.

3. No marriage will be licit unless it is performed by the pastor of the bride, or by a priest delegated by him or the Bishop of the Diocese.

4. Canonical engagements will not be held valid in the eyes of the Church unless duly signed by the parties in the presence of two witnesses and the Priest or Bishop.

May 23.—It is announced that the Most Rev. Denis O'Connor has resigned the Archbishopric of Toronto and that the Pope has appointed the Right Rev. Dr. Fergus P. McEvay, Bishop of London, as his successor.

June 3.—The General Assembly of the Presbyterian Church of Canada elects the Rev. Dr. Frederic B. DuVal, of Winnipeg, as Moderator.

July 10.—The Congregational Union of Ontario and Quebec, meeting in Montreal, elects the Rev. Hugh Pedley as Chairman.

Aug. 23.—The United Baptists of the Maritime Provinces elect Dr. C. C. Jones, Chancellor of the University of New Brunswick, as President.

Sept. 15.—It is announced that the Rev. Dr. Alex. Macdonald, Vicar-General of Antigonish, N.S., has been appointed Bishop of Victoria, B.C.

Sept. 23.—It is announced that the Most Reverend Augustin Dontenwill, recently promoted to be Archbishop of New Westminster, B.C., has also been elected Superior-General of the Oblate Order.

Oct. 4.—With stately ceremonial the splendid new Cathedral of St. Boniface is opened by Archbishop Langevin with a preceding parade shared in by 10,000 Catholics.

Oct. 28.—The Ontario and Quebec Baptists' Association elects Thomas Urquhart, of Toronto, President.

Nov. 2.—The Rev. E. A. Latulippe, Parish Priest of Haileybury, is appointed by the Pope to be Vicar-Apostolic of Temiskaming and titular Bishop of Catenna.

Nov. 8.—The Rev. Dr. E. A. Burke, as President and Managing Governor of the Catholic Church Extension Society of Canada, starts a vigorous campaign for its further organization and development.

Nov. 15.—At the Chicago Catholic Missionary Congress—the first ever held in America—Sir Charles Fitzpatrick, Chief Justice of Canada, Archbishop McEvay, of Toronto, and the Rev. Dr. A. E. Burke, of Charlottetown, take a prominent part.

Nov. 24.—The Very Rev. John Cragg Farthing, D.D., Dean of Kingston, is elected Bishop of Montreal after the Bishop of Stepney (Dr. C. G. Lang) had declined the honour.

Dec. 4.—The Rt. Rev. George Holmes, D.D., Bishop of Moosonee, resigns his charge and accepts that of Athabasca.

Dec. 7.—The Canadian Council of the Laymen's Missionary Movement elects N. W. Rowell, K.C., of Toronto, as Chairman.

Dec. 12.—The Joint Committee on Church Union, representing the Presbyterian, Methodist, and Congregational Churches, report as a result of their fifth Conference that organic union of the negotiating Churches is in their opinion practicable, submit a detailed scheme for the organization of the United Church of Canada and hope for its establishment in 1911.

Dec. 31.—During the year new Y.M.C.A. buildings are in course of erection at various points—St John costing $50,000; Sherbrooke, $32,000; Ottawa, $20,000; Woodstock, Ont., $25,000; Calgary, $90,000; Edmonton, $75,000; and Moose Jaw, $40,000.

Jan. 1.—Criminal Statistics of Canada for the year ending Sept. 30, 1907, shew 12,041 charges for indictable offences and 1,910 convictions, 1,004 offenders under 16, 490 female convictions, 1,364 convictions for assault, 5,509 convictions for offences against property—fraud, theft, embezzlement, etc. The summary convictions of the year are 70,060, or double those of 1893; the convictions for drunkenness are 29,802.

Mar. 31.—The following are the Indian population statistics for 1907 and 1908:

	Mch. 31, 1907.	Mch. 31, 1908.
Ontario	23,783	23,518
Quebec	11,380	11,469
Nova Scotia	2,114	2,129
New Brunswick	1,764	1,861
Prince Edward Island	288	276
British Columbia	25,092	24,964
Manitoba	8,445	8,595
Saskatchewan	7,471	7,496
Alberta	5,561	5,529
North-West Territories	21,145	21,066
Yukon Territory	3,302	3,302
	110,345	110,205

Mar. 31.—For the fiscal year ending at this date there are 1,476 inmates in Canadian Penitentiaries, of whom 82 per cent. can read and write; 1,147 are of British nationality—890 Canadians; 691 Roman Catholics in religion and 319 Church of England; total cost of maintenance is $738,083.

XIV.—MUNICIPAL AFFAIRS AND INCIDENTS

Jan. 1.—The City of Ottawa elects its first Board of Control.

Jan. 1.—The 1907 figures of Ontario assessment shew a total municipal taxation of $19,529,169, or $8.88 per head, and 17 mills on the dollar. Of this total $6,020,102 is rural, $4,203,766 urban, and $8,505,301 city. The assessment totals $1,063,283,059 on real estate, $62,181,605 on business, $21,516,323 on taxable incomes.

Jan. 22.—Calgary, Alta., decides to adopt a Board of Control system similar to that of Winnipeg and Toronto.

Apl. 30.—Winnipeg's annual report shews a gross debenture debt of $15,536,875, a revenue of $2,517,976, expenditures of $2,417,690, and exemptions from taxation totalling $21,737,990.

June 27.—The ratepayers of Toronto approve by-laws for the construction of a Trunk Sewer and the establishment of a Filtration plant.

July 9.—A Mass-meeting at Vancouver declares enthusiastically in favour of the place being made a Free Port.

July 15-17.—The Union of Canadian Municipalities, at its annual meeting in Montreal, passes Resolutions urging that one member of the Railway Commission should be specially versed in municipal affairs; declaring that Civic Boards of Control have been beneficial wherever adopted in Canada; demanding municipal power to regulate offensive posters and advertisements; urging an amendment to the Railway Act protecting Municipalities from any part in paying for the maintenance and protection of Railway crossings which existed as roadways before the Railways were constructed.

July 28.—In his annual address to the Saskatchewan Union of Municipalities, President R. S. Cook refers approvingly to the municipal legislation of the three Western Provinces. "As we have very generally adopted the principle of municipal ownership and control of public utilities, the question of how best to control corporations holding valuable franchises does not concern us."

Aug. 7.—The special audit of the Canadian National Exhibition books shews a shortage of $10,000. Lieut.-Col. J. Knox Leslie resigns his position as Treasurer.

Aug. 8.—Amongst the contributions for the relief of the Fernie fire-sufferers are the Cities of Vancouver, Toronto, and Winnipeg, $5,000 each; the Government of Saskatchewan, $2,000; the City of Ottawa, $2,000; the City of Victoria, $1,000; the Alberta Government, $5,000; the Montreal Board of Trade, $2,000; Mr. J. J. Hill, $5,000; the T. Eaton Company, $1,000; the City of Rossland, $3,500; the Ontario Government, $5,000; the C.P.R., $10,000; Home Bank of Canada, $5,000.

Aug. 12.—The Montreal *Star* draws attention to the fact that, despite the wretched condition of Montreal streets, the Road Department received in 1907 $1,207,507, while the appropriation for 1908 is $2,206,821.

Sept. 4.—The Montreal *Chronicle* publishes the following table shewing the progress of Montreal:

	Taxable Property.	Net Debt.	Population.	Net Annual Revenue.	Exempted Property.
1868....	$ 39,174,120	$ 4,787,461	102,150	$ 778,228	$ 6,017,800
1878....	71,302,391	10,408,084	140,830	1,533,078	14,657,500
1888....	89,634,093	11,270,101	198,230	2,095,411	19,131,420
1898....	142,223,550	25,856,653	252,830	3,078,839	36,160,845
1907....	216,840,719	31,696,091	344,921	4,898,276	55,914,313

Dec. 31.—The Railway Commission orders a four-track Viaduct for Toronto, of which the Railways must pay two-thirds of the cost and the City one-third, amounting, roughly, to $2,000,000.

Dec. 31.—Building permits in 1908 total $2,549,847 for Edmonton, $12,447,467 for Toronto, $5,062,356 for Montreal, $1,552,635 for Fort William, $5,447,200 for Winnipeg, and $516,650 for Regina.

MAYORS OF SOME CANADIAN CITIES AND TOWNS, 1908

Toronto	Joseph Oliver.
Port Arthur	J. J. Carrick, M.L.A.
Guelph	John Newstead.
Kingston	Dr. A. Ross.
St. Catharines	J. S. Campbell.
Sault Ste. Marie	W. J. Thompson.
Stratford	William Gordon.
St. Thomas	George Geddes.
London	Samuel Stevely.
Charlottetown	B. C. Prowse.
Valleyfield, Que.	J. A. Robb, M.P.
Quebec	Sir J. G. Garneau.
Victoria, B.C.	Alex. Bethune.
Fredericton, N.B.	C. F. Chestnut.
Sydney, N.S.	F. C. Kimber.
Three Rivers, Que.	L. P. Normand.
Sherbrooke, Que.	Dr. Bachand.
St. Boniface	J. A. F. Bleau.
Edmonton, Alta.	J. A. MacDougall.
Moose Jaw, Sask.	Richard Bogue.
Saskatoon, Sask.	J. R. Wilson.
Portage la Prairie	Edward Brown.
Regina	J. W. Smith.
Ottawa	D'Arcy Scott. / Napoleon Champagne.
Belleville	Allan McFee.
Hamilton	Thomas Stewart.
Windsor	E. S. Wigle.
Peterborough	Henry Rush.
Brantford	J. W. Bowlby.
Woodstock	R. G. Sawtell.
Niagara Falls	R. F. Carter.
Halifax	A. B. Crosby, M.P.
Brandon, Man.	S. E. Clement.
Westmount, Que.	W. Galbraith.
Montreal	Louis Payette.
Vancouver, B.C.	Louis Hall.
St. John, N.B.	T. H. Bullock.
New Westminster	W. H. Keary.
Rossland, B.C.	C. R. McDonald.
Medicine Hat	William Cousins.
Calgary, Alta.	A. L. Cameron.
Indian Head	T. E. Donnelly.
Moncton, N.B.	Dr. C. T. Purdy.
Prince Albert	R. S. Cook.
Lethbridge, Alta.	W. Henderson.

THE UNION OF CANADIAN MUNICIPALITIES

Officials, 1908.	Address.	Position.
J. J. Ward	Toronto	President.
R. C. Cochran	Oak River, Man.	1st Vice-President.
D'Arcy Scott	Ottawa	2nd Vice-President.
L. A. Lavalee, K.C.	Montreal	3rd Vice-President.
W. D. Lighthall K.C.	Montreal	Hon. Sec. Treasurer.

PROVINCIAL UNIONS.

Province.	President.	Address.
Manitoba	R. C. Cochran	Oak River.
British Columbia	W. H. Keary	New Westminster.
Alberta	William Cousins	Medicine Hat.
Saskatchewan	Richard Bogue	Moose Jaw.
Nova Scotia	S. C. Hood	Yarmouth.
New Brunswick	A. I. Teed	St. Stephen.
Ontario Municipal Association	Matthew Kennedy	Owen Sound.

HIGH CHIEF RANGERS, I.O.F., 1908

Court	Name	Address
High Court of Ontario	R. H. Foster	Hamilton.
High Court of Central Ontario	J. T. Scott	Caledon East.
High Court of Eastern Ontario	W. H. Lawrie	Russell.
High Court of New Ontario	H. E. Royds	Port Arthur.
High Court of Prince Edward Island	S. F. Hodgson	Charlottetown.
High Court of Quebec	James Ellis	Quebec.
High Court of New Brunswick	G. W. Mersereau	Doaktown.
High Court of Nova Scotia	J. A. Grierson, K.C.	Weymouth.
High Court of Saskatchewan	P. McAra, Jr.	Regina.
High Court of Alberta	W. J. Webster	Edmonton.
High Court of British Columbia	E. H. Murphy	Vancouver.
High Court of Manitoba	T. M. Percival	Brandon.

XV.—LITERATURE, JOURNALISM AND ART

Feb. 1.—The Calgary *Herald* is acquired by William Southam, of Hamilton. J. H. Woods remains in charge as Manager and Editor, and Mr. J. J. Young retires from control, after twenty years of Western journalism,

Feb. 14.—It is announced that Senator Dandurand and ex-Mayor H. Laporte have joined the Board of Directors of *La Patrie*, Montreal, and that L. J. Tarte will remain Managing Director. This paper's handsome new building is opened on Apl. 26th.

Feb. 18.—Mr. F. C. Wade, K.C., delivers an able address on the "Early Navigators of the Pacific" at Vancouver.

Feb. 24.—The Mendelssohn Choir, of Toronto, under Dr. A. S. Vogt's direction, scores a third musical triumph at Buffalo, N.Y.

Mar. 2.—In the Earl Grey Musical and Dramatic Competition the Canadian Conservatory of Music, Ottawa, wins the first trophy and the Ottawa Thespian Club the second.

Mar. 5.—The Canadian Press Association holds its fiftieth annual meeting in Toronto, and Resolutions are passed approving the Canadian Associated Press service from Great Britain; urging a reduction in discriminating freight rates on paper to the North-West; supporting immediate Government action for the conservation of Canadian spruce forests; asking for the same postal rate for United States subscribers to weekly papers as are now granted the dailies.

Mar. 17.—The Kingston *News* (Cons.) is acquired by a local syndicate, composed of W. R. Givens, G. Y. Chown, H. W. Richardson and W. F. Nickle. It re-appears as *The Standard*, in editorial charge of Mr. Givens.

May 1.—F. J. Deane, one of the ablest journalists in British Columbia, retires from the control of the Nelson *Daily News*.

June 9.—The Saskatchewan Methodist Conference complains of current illustrated newspaper supplements, which it characterizes as vulgar, demoralizing and insulting to their readers, and denounces harmful advertisements and sensational criminal news.

July 17.—*Collier's Weekly*, of New York, issues a Canadian edition, with H. F. Gadsby in editorial charge.

July 24.—The Saskatchewan Musical Society is organized at Regina, with A. F. Angus, of Regina, as President and F. W. Chisholm, of Indian Head, as Secretary-Treasurer.

July 30.—It is announced that Lieut.-Col. E. A. Cruikshank, F.R.S.C., has been appointed Military Archivist by the Government at Ottawa.

Aug. 29.—It is stated that Mr. John P. McConnell, of the *Saturday Sunset*, Vancouver, has purchased the Edmonton *Journal*.

Sept. 21.—A Canadian dramatization (Edgar Selwyn) of "Pierre and His People" is successfully presented at the Princess Theatre, Toronto.

Nov. 3.—Mr. William F. Lighthall, 60 years a notary, "doyen of the notaries of Montreal," is banqueted at the Canada Club in honour of the event.

Nov. 13.—Professor George H. Locke, M.A., is appointed Public Librarian of the City of Toronto.

Nov. 14.—The famous Sheffield Choir, after giving 116 concerts in Canadian centres, leaves for home, with a record of rare success.

Nov. 16.—The fourth Exhibition of the Canadian Society of Applied Arts is held in Toronto.

Nov. 25.—Miss Kathleen Parlow, a Calgary violinist, wins a marked success at Berlin, Germany.

Nov. 26.—The first annual meeting of the Western Associated Press is held in Winnipeg, and M. E. Nichols is elected President and R. L. Richardson Vice-President. Fifteen Western papers are stated to receive this Service.

Nov. 27.—The Art Club of St. John, N.B., is organized, with Mr. W. S. Fisher as President and William Brodie Honorary Secretary.

Nov. 30.—Dr. S. E. Dawson, C.M.G., after 14 years' service as King's Printer at Ottawa, retires, and is succeeded by Charles H. Parmalee, ex-M.P. for Shefford, Que.

Dec. 25.—Mr. W. D. LeSueur, B.A., F.R.S.C., becomes Honorary Secretary of the Royal Society of Canada, in succession to the late Dr Fletcher.

Organization.	President, 1908.	Address.
Canadian Press Association	David Williams	Collingwood.
Canadian Associated Press	J. Ross Robertson	Toronto.
Western Associated Press	M. E. Nichols	Winnipeg.
Natural History Society	Hon. J. V. Ellis	St. John.
The Champlain Society	Dr. Byron E. Walker	Toronto.
Women's Historical Society	Mrs. T. Ahearn	Ottawa.
Alberta and Eastern British Columbia Press Association.	T. B. Thomas	Camrose.
Royal Society of Canada	J. Edmond Roy	Lévis.
Quebec Geographical Society	J. Edmond Roy	Lévis.
Nova Scotia Press Association	J. W. Regan	Halifax.
The Historic Landmarks Association	Lt.-Col. William Wood	Quebec.
Western Canada Press Association	C. D. McPherson	Portage la Prairie.
Art, Historical and Scientific Association	F. C. Wade, K.C.	Vancouver.
Ontario Society of Authors	Dr. Byron E. Walker	Toronto.
The Canadian Art Club	D. R. Wilkie	Toronto.
Royal Canadian Academy	George A. Reid	Toronto.
Montreal Art Association	Dr. F. J. Shepherd	Montreal.
Ontario Society of Artists	E. Wyly Grier	Toronto.
Missisquoi Historical Society	Hon. J. C. McCorkill	Cowansville.
Brome County Historical Society	Hon. W. W. Lynch	Bedford.
Ontario Library Association	Rev. W. A. Bradley, B.A.	Berlin.
Women's Canadian Historical Society	Mrs. Forsyth Grant	Toronto.
Ontario Historical Society	Barlow Cumberland	Port Hope.

XVI.—CANADIAN ATHLETIC EVENTS, 1908

Jan. 1.—It is stated that the Canadian Amateur Athletic Union numbers 71 organizations, representing 710 Clubs, with an active membership of 25,000.

Jan. 4.—The death of Edward Hanlan, the great Canadian oarsman, takes place—Champion of Canada, 1877; Champion of America, 1878; Champion of England, 1879; Champion of the World, 1880-4.

Feb. 13.—Thomas Longboat wins the Boston 10-mile race against Percy Sellen and others, and also beats Shrubb's record.

Apl. 17.—Colonel Hanbury-Williams, on behalf of the British Olympic Committee, composed of P. D. Ross, Dr. Bruce Macdonald and himself, and as a result of the patched-up peace between the C.A.A.U. and the A.A.F. for the Olympic Games, announces the appointment of a large Committee, representing every section of Canadian sports, to look after the event.

July 13.—The Olympic Games at London, with 3,000 competitors—of whom 60 are Canadians—are opened in a great Stadium, holding 70,000 people, by the King.

July 14.—The management of the United States Athletic delegation at the Olympic Games protests against Thos. Longboat, of Canada, on the ground that he is a professional. The protest is ignored.

July 23.—Robert Kerr, of Hamilton, wins the 200-metre race and a gold medal at the Olympic Games—22 2-5 seconds.

July 23.—The Amateur Athletic Federation of Canada joins the Americans in protesting against Longboat as a professional.

July 24.—Dorando Pietri, the Italian, wins the Olympic 26-mile 385-yard Marathon. It is given to Hayes, the American runner, on appeal to the judges; Longboat gives up at the 20th mile.
Aug. 22.—Longboat beats Hallen and others in a Hamilton 5-mile race.
Aug. 25.—The Board of Directors of the A.A.U. endorse Mr. Leslie Boyd's action in protesting Longboat, and on Sept. 5 the Olympic Committee at Ottawa decides to ask the Federation to withdraw from that body.
Aug. 29.—At Halifax Longboat beats the 5-mile record, and wins the C.A.A.U. championship.
Oct. 26.—Thomas Longboat wins the Montreal Marathon Road Race, 15 miles against 112 of Canada's best runners.
Dec. 1.—The C.A.A.U. is advised that the Australian Amateur Athletic Union has accepted affiliation with the Canadian Association.
Dec. 10.—As finally announced the results in the Olympic Games of 1908 show 12 branches of sport contested, with Great Britain winning 52 points and the United States 22 points.
Dec. 15.—Longboat, as a professional, beats Dorando at the New York Marathon—26 miles 385 yards—in 2.45.

CANADIAN AMATEUR ATHLETIC AND SPORTING ASSOCIATIONS, 1908*

Association.	President.	Address.
Canadian Lacrosse Association	J. M. Keane	Arnprior.
Montreal District Harriers League	Roland Gomery	Montreal.
Western Canada Lacrosse Association	J. H. Treherne	Winnipeg.
Saskatchewan Football League	Dr. Henderson	Qu'Appelle.
Canadian Lawn Tennis Association	A. C. W. Macnee	Toronto.
Ontario Curling Association	W. J. Tower	Collingwood.
Canadian Rugby Football Union	Dr. W. B. Hendry	Toronto.
Manitoba Football Association	C. W. St. John	Winnipeg.
Eastern Canada Basket Ball League	H. A. Packard	Hiawatha.
Western Football Association	D. A. McLaughlan	Stratford.
Ontario Football Association	T. Brownlee	Toronto.
Western Ontario Cricket League	J. P. Jaffray	Galt.
Canadian Amateur Polo Association	C. H. Gordon	Montreal.
Canada Rowing Club	C. T. Pearce	Toronto.
Canadian Cricket Association	H. B. McGiverin	Ottawa.
Inter-Collegiate Tennis Association	F. T. McFarlane	Toronto Univ.
Western Nova Scotia Hockey League	H. J. Wyman	Yarmouth.
Alberta Football League	J. W. Ward	Edmonton.
B. C. Amateur Lacrosse Association	C. W. Murray	Victoria.
British Columbia Rugby Union	J. E. Miller	Victoria.
Canadian Bowlers' Association	R. A. Simpson	Hamilton.
Canadian Canoe Association	Dr. O. K. Orton (Com.)	Ottawa.
Saskatchewan Lacrosse Association	Dr. Steele	Regina.
Ontario Rowing Association	W. Brown	Westmount.
Eastern Ontario Lacrosse League	Dr. C. L. B. Stanners	Smith's Falls.
Manitoba Curling Association	T. J. Lowe	Winnipeg.
Ont. 70 Cricket Association	Dr. Pearson	Milton.
Quebec Prov. Lawn Tennis Association	H. M. Stirling	Montreal.
Western Ontario Bowling Association	J. C. Wardell	Petrolea.
New Brunswick Hockey League	C. H. Allen	Fredericton.
Maritime Prov. Amateur Athletic Assn.	J. C. Lithgow	Halifax.
Canadian Amateur Athletic Union	James G. Merrick	Toronto.
Manitoba Amateur Athletic Assn.	K. W. DuVal	Winnipeg.
Amateur Athletic Federation of Canada	Ald. Thomas O'Connell	Montreal.
Brit. Columbia Amateur Ath. Union	R. C. Chamberlin	Vancouver.
Irish-Canadian Athletic Club	P. J. Mulqueen	Toronto.

* Note—The author wishes to express his thanks to Mr. N. H. Crow, the energetic Secretary of the C.A.A.U., for verifying a portion of this list.

Association.	President.	Address.
Alberta Amateur Athletic Association.	D. L. Darrock	Edmonton.
Canadian Police Athletic Association..	Inspector McMahon	Hamilton.
Canadian Inter-Collegiate Ath. Assn..	Prof. A. T. DeLury	Toronto.
Y.M.C.A. Athletic Assn. of Canada ..	John W. Ross	Montreal.
Ontario Hockey Association	Dwight J. Turner	Toronto.
Ontario Association Football League ..	Thomas Brownlee	Coleman.
Ontario Rugby Football Union	William J. Slee	Toronto.
Canadian Assn. of Amateur Oarsmen..	A. C. Macdonell	Toronto.
Civil Service Amateur Athletic Assn..	J. Lambert Payne	Ottawa.
Argonaut Rowing Club	A. L. Eastmure	Toronto.
Montreal Amateur Athletic Association	Leslie H. Boyd	Montreal.
Toronto Amateur Athletic Club	Dr. D. Bruce Macdonald.	Toronto.
Amateur Skating Association of Canada	J. A. Taylor	Montreal.
Quebec Rugby Football Union	E. M. O'Brien	Montreal.
Alpine Club of Canada	A. O. Whealler, F.R.G.S..	Winnipeg.
Ontario Motor League	T. A. Russell	Toronto.
Automobile Club of Canada	D. McDonald	Montreal.
Saskatchewan Amateur Athletic Assn.	T. B. Patton	Regina.
Ontario Jockey Club	Joseph E. Seagram	Waterloo.
Montreal Jockey Club	Sir Montagu Allan	Montreal.
Western Canada Turf Association	A. J. Moodie	Calgary.
Inter-Prov. Amateur Hockey Union ..	Blair Russell	Montreal.
Inter-Prov. Amateur Football Union..	Percival Molson	Montreal.
Eastern Canada Amateur Ath. Union..	Harry Southam	Ottawa.
Yacht Racing Union of Great Lakes ..	Æmilius Jarvis	Toronto.
Lake Yacht Racing Union	C. G. Marlatt	Toronto.
Nova Scotia Hockey League	W. P. McKay	Truro.

CANADIAN OBITUARY, 1908

Name.	Particulars.	Place of Death.	Date.
Agnew, M.L.A., Hon. John Hume..	Provincial Treasurer, Manitoba ...	Winnipeg	Nov. 9
Allen, M.L.A., George Winthrop....	York, N.B.	Fredericton.	Jan. 15
Archibald, ex-M.L.A., Donald Grant	Sheriff of Halifax	Halifax	Sept. 19
Bain, M.A., LL.D., Abraham Robert.	Professor of Ancient History, Victoria University	Toronto	Nov. 18
Bain, D.C.L., James	Chief Librarian, Toronto Public Library	Toronto	May 22
Baldwin, M.A., Rev. Arthur Henry	Canon and Rector of All Saints' Church	Toronto	July 15
Ballantyne, M.P., Hon. Thomas....	One-time Speaker of the Ontario Legislature	Stratford	June 29
Beeton, Henry Coppinger	Twenty years Agent-General in London for British Columbia....	Weston-super-Mare	June 14
Bernier, Hon. Thomas Alfred	Senator of Canada	St. Boniface.....	Dec. 30
Bosse, Hon. Joseph William	Judge of the Court of King's Bench	Quebec.....	Sept. 7
Burbidge, Hon. George Wheelock..	Judge of the Exchequer Court	Ottawa.....	Feb. 18
Cameron, John	Postmaster of London and one-time Editor of *The Globe*.....	London	Dec. 1
Cane, George Fillmore.....	County Court Judge.....	Vancouver	Sept. 26
Carmichael, D.D., Rt. Rev. James..	Bishop of Montreal	Montreal.....	Sept. 21
Carmichael, M.A., Norman P.....	Associate Professor of Physics, Queen's University	Kingston.....	July 8
Caron, K.C.M.G., B.C.L., K.C., Hon. Sir Josepb Philippe René Adolphe	One-time Minister of Militia	Montreal.....	Apr. 20
Carsley, Samuel.....	Merchant	Montreal.....	Nov. 20
Casault, Hon. Sir Louis Napoleon..	One-time Chief Justice, Superior Court.....	Quebec.....	May 18
Cassidey, Jesse J.	Editor of the *Canadian Manufacturer*	Toronto.....	Apr. 23
Chaplin, William	Manufacturer	St. Catharines.....	Aug. 25
Christie, John.....	One-time Mayor of London.....	London	Jan. 10
Clark, M.D., Francis Mewburn	.....	Toronto.....	July 30
Cleland, ex-M.P.P., James	....	Meaford	Mar. 11
Coburn, Henry Peter	Manufacturer	Hamilton	Nov. 25
Collins, Henry Ardagh.....	Supreme Treasurer, I.O.F.	Toronto.....	June 20
Coulthard, Walter.....	Manufacturer, ex-Warden and Reeve of Ontario County.....	Oshawa	June 16
Courtice, D.D., Rev. Andrew Cory .	Clergyman and Journalist	Toronto.....	Nov. 10
Cox, Captain John Graham	Well-known Shipping man.....	Victoria, B.C.....	Nov. 9
Crepeau, K.C., Eugene	.....	Arthabaska.....	June 24
Daigle, ex-M.L.A., Joseph	Dominion Immigration Official....	Montreal	Mar. 14
Demers, M.D., Professor Louis	Laval University	Montreal.....	June 24
Douglas, M.D., Hon. Albert Edward	Speaker P.E.I. Legislature.....	Charlottetown	May 6
Drinkwater, Charles.....	Assistant to the President, Canadian Pacific Railway.....	Montreal.....	Apr. 23
Dunn, John.....	Manager, *The Chronicle*	Halifax.....	Mar. 1
Dunsmuir, Mrs. Joan Olive.....	Widow of Hon. Robert Dunsmuir..	Victoria.....	Oct. 2
Eaton, Frank Herbert	Superintendent of City Schools ...	Victoria.....	Jan. 11
Evanturel, LL.B., Hon. Francois Eugene Alfred.....	One-time Speaker of Ontario Legislature	Alfred, Ont.	Nov. 14
Evans, C.B., A.D.C., Colonel Thomas Dixon Byron	District Officer Commanding the Militia, Winnipeg.....	Battle Creek, Mich.	Aug. 23
Fairweather, James William Thorburn	Prominent Business man.....	Toronto.....	Jan. 9
Farwell, Arthur Stanhope	Land Surveyor and Politician	Nelson, B.C.	July 29
Fax, Reuben	Canadian Comedian	New York	Aug. 14
Fensom, John.....	Founder of the Fensom Elevator Works	Toronto.....	Aug. 23
Fleming, Thomas	Past Grand Master of Saskatchewan Orange Grand Lodge.....	Summerbury, Sask.	Feb. 29
Folger, Matthew Henry	Steamship Line Manager.....	Kingston.....	Aug. 15
Frechette, LL.D., C.M.G., F.R.S.C., D.Lit., Louis Honore.....	Journalist, Poet, Author and Clerk of the Quebec Legislative Council	Montreal.....	May 31

Name.	Particulars.	Place of Death.	Date.
Galbraith, Rev. Dr. William	Methodist Minister	Toronto	Dec. 11
Gibson, Stephen	Registrar of Lennox and Addington	Montreal	Nov. 15
Godfrey, Henry Herbert	Musical Composer	Montreal	Jan. 19
Graburn, Christopher	Clerk of the Executive Council of Manitoba	Winnipeg	Dec. 9
Graham, Samuel H.	Editor of *The Vindicator*	Oshawa	Mar. 30
Gray, J.P., Henry R.	Chemist and Public-spirited Citizen	Montreal	Feb. 18
Greenway, ex-M.P., Hon. Thomas	Railway Commissioner and ex-Premier of Manitoba	Ottawa	Oct. 30
Halley, William	Old-time Journalist	Toronto	Sept. 27
Hanlan, Edward	Champion Oarsman	Toronto	Jan. 3
Heartz, Richard	Prominent Business man	Charlottetown	July 15
Henderson, Lieut.-Colonel Wilbur	48th Highlanders	Toronto	Aug. 13
Hesslein, Lieut.-Colonel Alex. George	Commanding the 1st Regiment Canadian Artillery	Halifax	Mar. 16
Hind, M.A., D.C.L., Henry Yule	Geologist, Explorer and Scientist	Windsor, N.S.	Aug. 9
Joly de Lotbinière, K.C.M.G., ex-M.P., Sir Henri Gustave	One-time Minister of Inland Revenue and Lieut.-Governor of British Columbia	Quebec	Nov. 15
Kenny, ex-M.P., Thomas Edward	President of Royal Bank of Canada	Halifax	Oct. 25
Ketchen, B.S.A., Arthur Paterson	Deputy Minister of Agriculture for Saskatchewan	Regina	June 26
Killam, Hon. Albert Clements	Chief Railway Commissioner	Ottawa	Mar. 1
LaMothe, Henri Guillaume	Clerk of the Crown in Chancery	Ottawa	Apr. 9
Lovitt, Hon. John	Senator of Canada	Yarmouth	Apr. 13
Lindsey, Charles	Registrar of Toronto, Journalist and Author	Toronto	Apr. 12
Lyman, B.C.L., B.A., K.C., Frederick Styles		Montreal	Oct. 2
Lynch, Walter	Pioneer Stockbreeder and Farmer	Westbourne, Man.	June 19
McCallum, Archibald	County Court Judge of Manitoulin	Gore Bay	Nov. 26
McCord, LL.B., Frederick Augustus	Law Clerk of the House of Commons	Ottawa	July 23
McEvay, William Henry	Ex-Mayor of Amherstburg		Dec. 29
McGregor, Rev. Malcolm	Editor of *The Presbyterian*	Toronto	Nov. 3
McGuigan, M.D., William Joseph	City Coroner and ex-Mayor of Vancouver	Vancouver	Dec. 25
McKim, Kempton	Ex-President Winnipeg Trades' and Labour Council	Winnipeg	July 5
McLean, ex-M.L.A., Hon. Daniel	One-time Provincial Secretary of Manitoba	Portage la Prairie	Aug. 25
McLean, Allan Howard	Fifty-four years Division Court Clerk of York County	Toronto	May 22
MacLeod, William Duncan	Member of Ontario Legislature	Kirkhill	Aug. 14
McMurrich, K.C., William Barclay	Ex-Mayor of Toronto	Toronto	Sept. 6
McInerney, K.C., M.A., LL.B., ex-M.P., George Valentine		St. John	Jan. 12
MacCaul, James Allan	One-time Mayor of Regina	Regina	Aug. 20
MacLean, Alexander	Canadian Trade Commissioner to Japan	Shanghai	Dec. 12
March, Charles	Labour Leader	Montreal	Apr. 17
Marlatt, M.P., Stafford Dean		Oakville	July 16
Mathieu, K.C., M.L.C., Hon. Francois Xavier		St. Scholastique	Mar. 29
May, M.D., Samuel Passmore	Inspector of Public Libraries	Toronto	Oct. 20
McIvin, Robert	President Mutual Life Insurance Company of Canada	Guelph	Oct. 17
Merner, Hon. Samuel	Senator of Canada	Berlin	Aug. 11
Methot, Hon. Francois Xavier	Member of the Quebec Legislative Council	St. Pierre	Oct. 21
Middleton, C.B., George Hodgson	Engineer and Contractor	Edinburgh	Dec. 17
Millar, James	Educationalist	Beamsville	Apr. 19
Miller, William	Manitoba Agriculturalist	Boissevain	Feb. 2
Mitchell, ex-M.L.A., George	President Acadia Fire Insurance Company	Halifax	Sept. 1
Moore, Thomas Deverell Stokes	Editor Toronto *Evening Globe*	Toronto	Aug. 5
Morrow, James	Business man	Halifax	Oct. 6
Muir, Robert	Pioneer Business man	Winnipeg	June 27
Mulvey, Major Stewart	Fourteen years Grand Master of the Orange Order in Manitoba	Vancouver	May 26
Nattress, M.D., Surgeon Lieut.-Colonel William	P. M. O. District No. 11	Toronto	Sept. 14

Name.	Particulars.	Place of Death.	Date.
Olds, George	General Traffic Manager, C. P. R., 1885-95.	Montreal	June 19
Paradis, Hon. Emilien Zephirin	Judge of Superior Court	St. John's, Que.	May 9
Paisley, D.D., Rev. Charles Herbert.	Professor of Church History, Mount Allison University	Sackville, N.B.	Jan. 20
Pattee, Gordon Burleigh	Pioneer Lumberman	Ottawa	Feb. 7
Rankin, John	Prominent Business man	Montreal	Feb. 27
Reid, Sir Robert Gillespie	President Reid-Newfoundland Co.	Montreal	June 3
Reynolds, C.I.E. Charles Henry	Managing-Director, Pacific Cable Board	Lisbon	May 21
Roberts, Rev. Edward	Methodist Minister	Lindsay	Feb. 27
Robinson, Thomas	Lawyer and prominent Mason	Winnipeg	Aug. 19
Simms, Thomas Stockwell	Manufacturer	St. John	Dec. 18
Smith, David G.	One-time Editor of the *Miramichi Advance*	New York	Aug. 7
Spurr, James DeWolfe	Ex-President of St. John Board of Trade	St. John	Aug. 15
Stirton, David, ex-M.P.	One-time Postmaster of Guelph	Guelph	Aug. 16
Starr, Rev. Joseph Herbert	Methodist Minister	Toronto	July 22
Strickland, D'Arcy Edward	Inspector R.N.W.M. Police	Fort Saskatchewan	Mch. 20
Stuart, D.D., Rev. James	Presbyterian Minister	Prescott	Jan. 30
Symington, Thomas	Business man	Sarnia	Aug. 8
Torrance, Sr., John	Member of the Harbour Board	Montreal	Apr. 6
Torrance, D.D., Rev. Robert	Ex-Moderator Presbyterian Church of Canada	Guelph	Jan. 31
Trueman, M.A., D.C.L., K.C., Arthur I.	Judge of Probate	Fredericton	Feb. 7
Tyrwhitt-Drake, Hon. Montague William	One-time Judge of the Supreme Court of British Columbia	Victoria	Apr. 19
Vidal, Brig.-General Beaufort Henry	Inspector-General of the Militia	Ottawa	Mar. 2
Walkem, Hon. George Anthony	Judge of the Supreme Court and ex-Premier of British Columbia	Victoria	Jan. 13
Wallace, Thomas Frazier	Reeve of Woodbridge	Woodbridge	Jan. 24
Watson, Jr., George	Mayor of Collingwood	Collingwood	July 21
Weiler, George Phillips	Prominent Business Man	Victoria	July 26
Wheler, ex-M.P., George		Toronto	July 6
Wild, M.A., D.D., Rev. Joseph	One-time Minister of Bond Street Church, Toronto	Brooklyn, N.Y.	Aug. 18
Winslow, T. Bradshaw	Secretary of Dept. of Public Works	Fredericton	June 10
Willoughby, M.D., M.L.A., Hon. William Armson	Ontario Minister without Portfolio	Colborne	Apr. 28
Withrow, D.D., F.R.S.C., Rev. William Henry	Clergyman, Editor and Author	Toronto	Nov. 12
Wotherspoon, M.A., LL.B., K.C., Ivan T.		Montreal	Mar. 14

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WILLIAM BRIGGS, PRINTER, TORONTO.

THE CANADIAN NORTHERN RAILWAY IN 1909

When this volume went to press Canadian railway construction for the season was only just commencing, so that it was impossible closely to forecast the story of this department of Canadian development that will have to be told in the next *Annual Review*.

As far as the Canadian Northern is concerned, the demands from towns, municipalities, and unorganized districts in the West for new lines, and extensions of existing lines, have for years been so numerous and pressing that it has been a difficult matter to decide which localities should be preferred. The announcement made by the Executive of the railway in May, 1909, contemplated the construction of 450 miles during the season—100 miles in Manitoba, 200 in Saskatchewan, and 150 in Alberta.

Construction in Manitoba in 1909 would be under Provincial bond guarantees passed in a previous session. The lines immediately to be extended were the Oak Point branch from the eastern shore of Lake Manitoba, northward; a line from Ochre River to Ste. Rose du Lac, south of Lake Dauphin, and an extension from Wakopa; the completion of the Rapid City branch, and the extension of the Rossburn branch, beyond Russell to the Saskatchewan boundary.

The Saskatchewan and Alberta Legislatures have, for the first time, guaranteed the interest on the bonds of railways. In Saskatchewan, the extension of the Goose Lake branch, from Saskatoon towards the Alberta boundary and Calgary, will be under a Dominion guarantee, so will the first section of the line from Prince Albert to North Battleford, which crosses the Saskatchewan River at Prince Albert by a team-and-train bridge, and which was completed in the spring.

The lines guaranteed in Saskatchewan include the diversion from the Brandon-Regina line at Maryfield, near the eastern boundary of the province, south-westerly for a hundred and thirty-five miles, with a twenty-five mile branch to Roche Percee, near the international boundary; the first forty miles of the line from Craven in the Qu'Appelle Valley, up the western side of Last Mountain Lake; the connection of the Regina-Prince Albert line westerly from about Davidson, with the Saskatoon-Calgary line (which, when completed, will give Calgary its second competitive route to the east); also a forty-mile branch, running from Dalmeny to Carlton, on the North Saskatchewan, and a fifty-mile branch from North Battleford, on the north side of the great river, to connect ultimately with Edmonton, by serving the northern half of the wonderful valley of the Saskatchewan.

The Alberta guarantees provide for connecting Edmonton with Calgary, Lethbridge, and Macleod, and the United States boundary, with branches running into the Crow's Nest and Canmore coal districts, and also with Red Deer. From Camrose, the Edmonton-Calgary line will also branch off to connect with Vegreville. There is besides to be a line north-westerly from Vermilion which, when completed, will be a loop of the main line.

Northward from Edmonton there is guaranteed a road branching directly towards the Peace River country, as well as the existing line which has been begun towards Athabasca Landing, with an off-shoot to meet the road from North Battleford, already named. The main line west of Edmonton has been guaranteed by the Dominion Government for a hundred and fifty miles.

The year 1909 has also seen a marked approach to the completion of the Canadian Northern to the Pacific coast. Mr. D. D. Mann, the Vice-President, was in British Columbia at the end of January in this regard. Speaking to the Canadian Club of Victoria, after seeing the Prime Minister, Mr. Mann said:

> It is our ambition to construct our own line of railway from the shores of the Atlantic to the Pacific coast, and with this important end in view, I have paid this visit to your city and called upon the Premier of this Province with the view of seeking such assistance from the provincial government as will enable us at no distant date to build our transcontinental road through your Province until it reaches tide-water.

Premier MacBride, following Mr. Mann, said:

> In common with the great bulk of people of British Columbia I shall welcome with joy the coming into our Province of the Canadian Northern Railway system.
>
> I have already stated to the Legislature that I am very sympathetic with the intentions of the gentlemen who are in control of this most important line of transcontinental communication and with their policy, as well as with the splendid work of development which has already been achieved by these enterprising gentlemen within the past few years, in the neighbouring Provinces which lie to the eastward of us, and I cannot see any reason why we cannot in a perfectly business-like fashion join hands with this corporation in the important work of bringing its trains through British Columbia into our coast cities.

In the spring, survey parties were put on the route between Vancouver and the Yellowhead Pass, *via* the valleys of the Fraser, Thompson, and North Thompson Rivers.

The Canadian Northern having acquired the Duluth, Rainy Lake, and Winnipeg Railway, which runs from Fort Frances in Ontario to within eighty miles of Duluth, and having taken steps to build its own line into Duluth, will, when the connection with Pacific waters is made, have the singular advantage of a line from Duluth to Puget Sound of almost exactly the same length as the Northern Pacific Railway from Duluth to Puget Sound, with the advantage of having to climb only one height of 3,670 feet, compared with three summits of the Northern Pacific, ranging up to 5,800 feet.

In Eastern Canada construction work beyond Sellwood, in the direction of Port Arthur, was proceeded with during the winter and spring and will be continued all summer. The direct connection of Ottawa with Quebec, *via* the Canadian Northern Quebec Railway, was also in sight, a new train service between the ancient and modern capitals being due during the summer, the cut-off from Garneau to Quebec giving a more delightful trip alongside the waters of the St. Lawrence than has hitherto been available.

The Record of the Manufacturers Life

For 1908

The Manufacturers Life Insurance Company, with Head Office in Toronto, was incorporated by Act of Parliament of the Dominion of Canada in 1887.

It has been noted throughout its existence for its remarkable progress. It ranks to-day, although it has just completed 21 years in business, amongst the largest Canadian Life Companies. Its Assets are over $10,000,000 and its Insurance in Force over $55,000,000.

Some of the important results announced at the close of its last financial year were as follows:

The Interest Rate on mean Ledger Assets for the year (including Profit on Sale of Securities) was 5.33 per cent., a slight increase over 1907.

The Permanent Investments of the year show an earning power of over 6½ per cent.

The amount paid to Beneficiaries and Policyholders and set aside for their future protection exceeded the Net Premium Income by over $14,000.

The amount paid to Beneficiaries and Policyholders exceeded any previous year by $241,819.

The total Security of Policyholders now amounts to over $11,387,154.

The Interest and Rents received were once again more than sufficient to cover all death claims falling in during the year, including those awaiting proof.

The Income and Assets of the Company have more than doubled in six years.

The payments to Policyholders and Beneficiaries were three times as great in 1908 as they were six years previously, in 1902, and twice as great as three years before.

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The Canadian annual review of public affairs

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